

South Gloucestershire Local Plan Consultation

Report on March 2018 Stakeholder Workshops and Public Drop-In Events

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1 Introduction

- 1.1 South Gloucestershire Council is producing a new Local Plan. This will sit within the strategic policy framework that will be provided by the West of England Joint Spatial Plan (JSP). The JSP is jointly being produced by the four West of England councils (Bath and North East Somerset, Bristol, North Somerset and South Gloucestershire) and will set out the number of new homes and work places required up to 2036, broadly where they should be provided, and the key infrastructure required.
- 1.2 The new South Gloucestershire Local Plan will cover the whole of South Gloucestershire for the period 2018 to 2036. It will set out the detailed strategy and policies for delivering those elements of the JSP that apply to South Gloucestershire as well as other local aims and objectives.
- 1.3 Following consultation on a New South Gloucestershire Local Plan: Prospectus Document, in January 2017, and a number of engagement events on the Strategic Development Locations identified in the JSP, a Local Plan Consultation Document was published for public consultation from 5th February to 30th April 2018. During this period a series of consultation events were held for the general public and key stakeholders. The events comprised three stakeholder workshops and five public drop-in events.
- 1.4 Nash Partnership provided support to South Gloucestershire Council in planning and running these events in respect of the proposed Urban Living element of the new Local Plan (see chapter 2). This report summarises the events and the responses received.

2 The Local Plan Consultation Document

- 2.1 The Local Plan Consultation Document summarises the key issues that the new Local plan needs to respond to and sets out a proposed development strategy. Four elements are proposed for the strategy:
- Continue to deliver the proposed new neighbourhoods and Severnside strategic employment area planned for in the current South Gloucestershire Core Strategy (2006).
 - Urban Living – maximising development on brownfield land in a way that enhances the quality and identity of established urban areas through development of new homes, business premises and related uses.
 - Strategic Development Locations – delivery of the five strategic locations identified in the JSP within South Gloucestershire.
 - Non - Strategic Development - new small-scale development in the rural areas.
- 2.2 The last three of these require a change of approach in the new Local Plan.

Urban Living

- 2.3 The new Local Plan consultation document proposes a focus on creating urban density, structure and character in appropriate parts of the district. Four areas are considered to offer the opportunity for a change in approach:
- North Fringe Cluster** - Cribbs Causeway, Patchway, Filton Airfield, Harry Stoke and Stoke Gifford.
- The Science Park and Emersons Green** – the Bristol and Bath Science Park and Emersons Green town centre.
- East Fringe Urban Centres** – Staple Hill, Kingswood and Hanham.
- Yate**
- 2.4 New planning polices, and proposals could include:
- Prioritising areas which are capable of change through identification of town centre regeneration areas.
 - Identifying opportunities for investment in leisure assets, the public realm, green spaces and the urban tree stock.
 - Identifying key sites for change within and outside town centres, including the potential for mixed-use development of employment sites.
 - Identifying the community services and facilities required.
 - Different parking and open space standards.
 - Identifying key transport opportunities.
 - Exploring policy options and other mechanisms to support delivery.
 - Placemaking which encourages healthy lifestyles.
- 2.5 Overall the Urban Living category is proposed to deliver 2,900 homes plus employment opportunities.

Strategic Development Locations

- 2.6 These comprise of five Strategic Development Locations (SDLs) identified by the JSP within South Gloucestershire, at Charfield, Coalpit Heath, Buckover Garden Village, Thornbury and Yate.
- 2.7 It is proposed that the new Local Plan will set out a policy defining the planning requirements for each of these strategic developments.
- 2.8 The SDLs are proposed to deliver 6000 new homes within the plan period, as well as employment opportunities.

Non-Strategic Development

- 2.9 Small scale sites are proposed to deliver 1,300 new homes plus, potentially, some small scale areas for employment. A range of locations have been identified for further investigations as Non-Strategic Growth locations. The proposed options are:
 - Rural Places outside the Green Belt.
 - Rural Places inside the Green Belt.
 - A Mix of Rural places outside and inside the Green Belt.

Other Policies

- 2.10 The Local Plan Consultation Document also sets out a proposed approach for a range of other policy areas, such as design quality, affordable housing, energy management and renewable and low carbon energy systems. The approaches proposed comprise retention of existing policies, amalgamation of existing policies and inclusion of new policies.

3 The Stakeholder Workshops

- 3.1 As noted in the introduction, a number of stakeholder workshops and public drop-in events were held. This chapter summarises the stakeholder workshops and the drop-in events are summarised in chapter 4 that follows.
- 3.2 Workshops were held for stakeholders in the North Fringe Cluster, East Fringe Urban Centres and Yate. For each workshop invitations were sent to a range of local stakeholders, including Town and Parish Councils, ward councillors, landowners, developers, house builders, housing associations, property agents, service providers, business and education representatives.
- 3.3 Each of the workshops commenced with an introduction by a South Gloucestershire Council officer to set out the workshop format and provide an overview of the new Local Plan Consultation Document. This was followed by a presentation by Nash Partnership to provide an overview of the work undertaken to review the potential of seven urban localities in South Gloucestershire (see Appendix 1).
- 3.4 Round table discussions were then held around a series of headings/questions. These are summarised below.
- 3.5 Maps of the local area were available at each of the events, together with copies of a summary of socio-economic characteristics within the seven urban localities ('South Gloucestershire Urban Localities: Review of Potential Socio-Economic Characteristics' - see Appendix 4).

North Fringe Cluster

- 3.6 This event, held at Filton Leisure Centre, covered Cribbs Causeway, Patchway, Filton Airfield, Harry Stoke and Stoke Gifford. It was attended by 22 stakeholders plus officers from the council and staff from Nash Partnership. A record of attendance and comments made is included in Appendix 5. Key Points are summarised below.
- 3.7 There were four round-table discussions in the workshop. Two focused on Harry Stoke/Stoke Gifford and two on Cribbs/Patchway/Filton Airfield. The key points raised under the workshop questions are summarised below.

What are the current strengths, weaknesses and threats? Key assets?

Strengths

- 3.8 The economy and employment and development opportunities were prominent amongst the strengths identified. Community infrastructure was also identified as a strength in the Filton Patchway and Bradley Stoke areas. In relation to Filton Airfield, the Brabazon Hanger (in Bristol) were identified as heritage strength. One of the round tables highlighted rail and road connections as a strength but transport was also identified as a significant weakness.

Weaknesses

- 3.9 Transport infrastructure and services were identified as a principle weakness.
- 3.10 Poor quality in new developments and the need for community infrastructure were also highlighted in relation to Harry Stoke/Stoke Gifford.

If the localities are to have a stronger sense of place and become more sustainable, liveable, characterful and economically, socially and culturally vibrant and diverse: What are the key development opportunities? What types of homes and business premises are needed? What other uses, facilities and amenities are required?

- 3.11 The need for premises/hubs for small businesses and start-ups, community infrastructure and improved transport provision emerged as principle requirements. The provision of culture and leisure facilities, a mix of housing, affordable housing and an approach that responds to technological change and helps create sustainable communities also figured significantly in the comments. The need to expand and invest in existing schools, and a need for new schools was identified. Higher density urban living in the right locations, such as Filton Airfield, received support subject to consideration of appropriate provision of amenity space and car parking.
- 3.12 Principal development opportunities identified were Filton Airfield and the railway quadrants between the Airfield and Bristol Parkway Station. Mention was also made of potential development of the South Gloucestershire College Site. It is assumed that this is the Stoke Gifford Campus and the extensive outdoor recreation provision adjacent to it. However, there is no suggestion that these areas are surplus to requirements.

What development typologies, scale and density are needed? What supporting investment is required?

- 3.13 A principle message from the workshop was support for good quality urban living development and provision of a mix of housing sizes and types to cater for a range of needs. The need for good transport provision and pedestrian connectivity was raised together with requirements for amenity/green infrastructure.

How can we make it happen?

- 3.14 Proposals for achieving delivery included articulating a vision, putting in place clear planning policies, a positive local authority role and engagement with housebuilders.



Figure 3.1: Photograph of the North Fringe stakeholder event

East Fringe Urban Centres

- 3.15 This event, held at the Page Community Association building in Staple Hill, covered Staple Hill, Kingswood and Hanham. It was attended by 17 stakeholders plus council officers and Nash Partnership staff. A record of attendance and comments made is included in Appendix 5 and key points are summarised below.
- 3.16 There were three round table discussion groups within this workshop. One covered Staple Hill, the Science Park and Emersons Green and two covered Kingswood and Hanham.

What are the current strengths, weaknesses and threats? Key assets?

Strengths

The Science Park and Emersons Green

- 3.17 The Science Park and its good accessibility were identified as a strength. For Emersons Green a younger population and the diversity this brings was seen as a strength.

Staple Hill

- 3.18 In Staple Hill, community infrastructure provision, in the form of meeting places, green infrastructure at Page Park and Rodway common, plus the railway path were seen as local strengths.

Kingswood

- 3.19 A wide range of strengths were identified in Kingswood. Principle amongst these were the area's heritage assets, Kingswood town centre and work to improve it, local identity and good connectivity.

Hanham

- 3.20 A wide range of strengths were also identified for Hanham with the key ones being green spaces, community infrastructure and identity, good connectivity and a pleasant high street plus the Longwell Green retail centre.

Weaknesses

The Science Park and Emersons Green

- 3.21 No weaknesses were raised specific to the Science Park and Emersons Green.

Staple Hill

- 3.22 A range of weaknesses were identified in relation to Staple Hill. Principal among these were deprivation and related issues of the loss of manufacturing jobs, low aspiration and low skill levels. Other identified weaknesses were issues around the sustainability of housing, subdivision of homes and related parking problems, poor public transport and a need for a more diverse town centre offer.

Kingswood

- 3.23 For Kingswood too, a range of weaknesses were identified with the principal one being the lack of attractiveness and vitality in the town centre. Transport was again identified as a weakness, together with the poor condition of heritage assets, low quality development and growth impacts, including housing in multiple occupation, congestion and poor air quality. Other weaknesses raised were the loss of industry and a lack of investment, unaffordable new homes and perceived 'land banking' by property owners/developers.

If the localities are to have a stronger sense of place and become more sustainable, liveable, characterful and economically, socially and culturally vibrant and diverse: What are the key development opportunities? What types of homes and business premises are needed? What other uses, facilities and amenities are required?

Development opportunities

The Science Park and Emersons Green

- 3.24 No specific opportunities were identified in this locality.

Staple Hill

- 3.25 In Staple Hill development opportunities were identified at the old college, Manor Road trading estate. Stapleton Road workshops and in the town centre on Broad street/around Fountain square.

Kingswood

- 3.26 In Kingswood the Soundwell College site and the town centre, including the former pharmacy, possibly Kings Chase Shopping Centre and potential for enhancement of the centre, Whitfield Tabernacle site and the industrial areas south of the High street were identified. Potential for regeneration of the Barrington Green estate was also highlighted.

Hanham

- 3.27 The main development opportunity identified in Hanham was the former Kleeneze site, with suggestions for a mixed use development, including housing, business space and public space. Other potential sites identified in Hanham were Aldermoor Way and garage blocks owned by Merlin Housing Society.

Types of homes and business premises needed

The Science Park and Emersons Green & Staple Hill

- 3.28 In the Staple Hill and the Science Park and Emersons Green localities a need for 1-2 bedroom homes to increase the diversity of the stock was identified, together with a need for aspirational housing.

Kingswood & Hanham

- 3.29 In the Kingswood and Hanham localities the need for diversification of the housing stock was also identified. This included provision of 1 and 2 bedroom homes. Good quality homes for rent, affordable housing and self build. In these localities a need for premises for start-ups was identified and in Kingswood a requirement for premises for engineering/aerospace businesses.

Other uses, facilities and amenities required.

- 3.30 The other main requirements identified were community infrastructure (e.g. schools and health), green space and transport, including public transport and cycle routes.
- 3.31 The need to provide for small businesses was again raised, including faster broadband and business advice.

What development typologies, scale and density are needed? What supporting infrastructure and investment is required?

Development typologies, scale and density

The Science Park and Emersons Green & Staple Hill

- 3.32 In the Staple Hill and the Science Park and Emersons Green localities a need for a mix of housing types was identified, including provision for older and disabled people.

Kingswood & Hanham

- 3.33 For Kingswood and Hanham, a wide range of suggestions were made. Key points were a need to focus high density development in locations with good quality public transport, development of greater scale to enhance the identity of Kingswood town centre, a requirement for community infrastructure and a need for stronger licensing for houses in multiple occupation.

Supporting infrastructure and investment

The Science Park and Emersons Green & Staple Hill

- 3.34 The main points raised in respect of the Staple Hill and Science Park and Emersons Green localities related to the importance of cycle path links. Reference was also made to primary school capacities.

Kingswood & Hanham

- 3.35 In the Kingswood and Hanham localities, transport and community infrastructure were identified as the main requirements. In terms of transport, this included improved public transport and provision for pedestrian routes. Requirements for community infrastructure included school places, GPs and meeting places.

How can we make it happen?

The Science Park and Emersons Green & Staple Hill

- 3.36 For the Staple Hill and Science Park and Emersons Green localities the need for a vision was raised in the context of a potentially divided community and in relation to the future of large employment areas and links to the Science Park. Access to education was identified as a need for the East Fringe communities and mention was made of the lack of resources available to the Staple Hill Regeneration Partnership.

Kingswood & Hanham

- 3.37 In respect of Kingswood and Hanham, the focus was on Kingswood, although not exclusively so. The need for a vision was identified and for this to include a vision for a thriving high street and making the most of Kingswood's industrial heritage. Partnership working was also identified as necessary, together with the consideration of different approaches to funding and land assembly, including potential for compulsory purchase.

Figure 3.2: Comment board from the East Fringe stakeholder event (A full record of flipchart comments can be found in the appendices)

Yate

- 3.38 This event at the Ridgewood Community Centre focused on Yate and was attended by 21 stakeholders, plus officers from the Council and staff from Nash Partnership. A record of the attendance and comments made is included in Appendix 5. Key points raised in the workshop are summarised below.

What are the current strengths, weaknesses and threats? Key assets?

Strengths

- 3.39 A wide range of strength were identified, covering;
- Environment and amenity – good access to green space.
 - Community infrastructure – good schools and health facilities.
 - Culture and leisure – leisure centre & community spaces.
 - Economy and employment – good local employment.
 - Town Centre – varied offer and popular.
 - Transport and communications – good public transport (rail and bus), roads and walking and cycling.
 - Governance – active Town Council.

Weaknesses

- 3.40 A wide range of weaknesses were also identified and to significant degree these also mirrored aspects that were identified as strengths:
- Transport – this drew the most comment with congestion, a lack of rail capacity, gaps in bus services, including to the major employment areas and villages, identified as weaknesses.
 - Parking – related to transport a lack of parking provision and HGV parking were raised.
 - Housing – a lack of affordable housing and diversity of housing including one and two bedroom homes, was identified as a weakness.
 - Employment – whilst identified as a strength, the workshop also considered this to be an area of weakness in terms of the lack of suitable premises for small businesses, a lack of an office quarter and a lack of well paid jobs.
 - The appearance of the western approach and crime on Station Road were also identified as weaknesses.

If the localities are to have a stronger sense of place and become more sustainable, liveable, characterful and economically, socially and culturally vibrant and diverse: What are the key development opportunities? What types of homes and business premises are needed? What other uses, facilities and amenities are required?

Development opportunities

- 3.41 The industrial and warehouse area at the western gateway to Yate and the approach to the town centre were identified as offering development opportunities. The fire and ambulance stations were also identified as a possible opportunity, subject to retaining these services in Yate. In addition, the Abbotswood area was suggested for redevelopment to address the 1960's design character and regeneration potential at the Birch Road estate was also put forward.

Type of homes and business premises needed

- 3.42 In terms of both housing and business premises there were calls for greater diversity. For housing this means more smaller homes and homes for older people, including bungalows. In respect of business premises, provision for start ups and small business plus more office space were identified as needs. There was also a view that more hotel provision is needed in Yate.

Other uses, facilities and amenities required

- 3.43 Comments under this heading mainly related to transport and communications and included reconfiguration of road infrastructure to reduce the dominance of highways, enhancement of the station as a transport hub, more long stay parking, a park and ride, improved bus services and better cycle links.

What development typologies, scale and density are needed? What supporting infrastructure and investment is required?

Development typologies, scale and density

- 3.44 A need for character was suggested and the potential for this to reflect Yates' 'new town' character through good quality, contemporary design. Greater density and scale were suggested in the right locations, with transport hubs, the town centre and western gateway area suggested.

Supporting infrastructure and investment

- 3.45 The principle requirements identified here related to transport and in particular the need to improve public transport, roads, parking and pedestrian and cycle routes. A specific issue of traffic management and pedestrian safety was raised in relation to Kennedy way.
- 3.46 A need for improved culture and leisure provision was also identified, including for families and young people.

How can we make it happen?

- 3.47 In order to deliver the development and improvement considered necessary the workshop participants identified a need for:
- Vision – an overarching vision for Yate that complements Chipping Sodbury.
 - Partnership – including dialogue with investors, building confidence in the planning system and involving Yate Town Council.
 - Land and finance – consider compulsory purchase, the relocation of the fire and ambulance stations and the potential for an enterprise zone and local development order around the station.

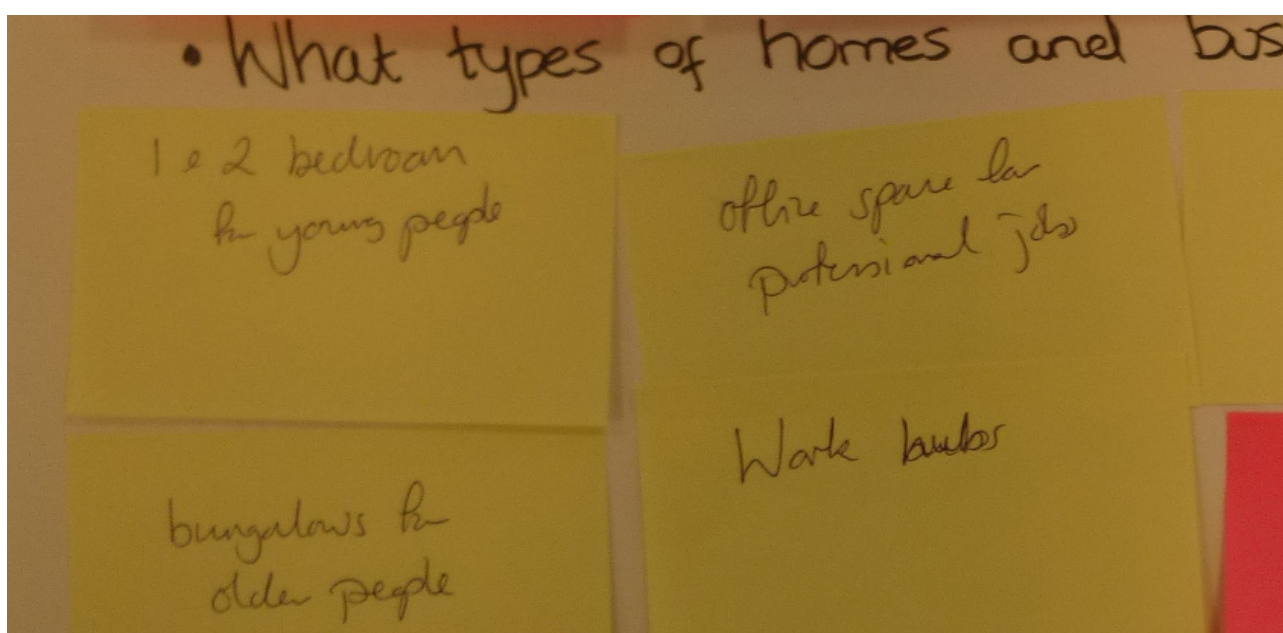


Figure 3.3: Comment board from the Yate stakeholder event (A full record of flipchart comments can be found in the appendices)

4 The Public Drop-In Events

4.1 Five events were held at which members of the public could drop-in over a two hour period. Two of these events were held in the North Fringe communities, two in the East Fringe and one in Yate:

- East Fringe Urban Centres – Hanham Event (focusing on the areas of Staple Hill, Kingswood and Hanham) on Thursday 8th March 5.30 – 7.30pm.
- North Fringe Cluster – Patchway Event (focusing on the areas of Cribbs Causeway, Patchway, Filton Airfield, Harry Stoke and Stoke Gifford) on Friday 9th March 5.30 – 7.30pm.
- North Fringe Cluster – Stoke Gifford Event (focusing on the areas of Cribbs Causeway, Patchway, Filton Airfield, Harry Stoke and Stoke Gifford) on Thursday 15th March 4.30-6.45pm.
- East Fringe Urban Centres – Kingswood Event (focusing on the areas of Staple Hill, Kingswood and Hanham) on Monday 19th March 5.30-7.30pm.
- Yate Event on Tuesday 20th March 6-8pm.

4.2 The events were publicised via:

- The council's website including the homepage.
- A mail out to approx. 6,000 contacts from the council's consultation data-base.
- Email notification direct to Town/Parish Councillor's and ward councillors.
- Two central press releases being issued on the day the consultation started (Monday 6th February) and a reminder release when there was one week left for the consultation (Monday 23rd April). The press releases are included in Appendix 2.
- Social media, including Facebook boosted posts and Twitter notifications. The Facebook boosted posts results included 32,874 people reach, 614 link clicks, 64 likes, 54 comments and over 100 shares. A break down for each social media post can be found below.

Event Location	People Reach	Link Clicks	Likes	Comments	Shares
Hanham - Thurs 8 March	6,862	115	14	4	20
Patchway - Fri 9 March	7,408	154	21	16	37
Stoke Gifford - Thurs 15 March	8,291	100	12	10	17
Kingswood - Mon 19 March	4,702	60	5	4	7
Yate - Tue 20 March	5,611	185	12	20	23
Total	32,874	614	64	54	104

Table 4.1: Breakdown of Social Media Posts

4.4 Social media also helped to further promote the drop in events with local media publications extracting the information on the social media posts and then placed in local media publications such as the Bradley Stoke Journal^[1].

1 www.bradleystokejournal.co.uk/2018/03/07/council-consults-local-plan-south-glos/

- 4.5 At each of the events, information summarising the proposals set out in the Local Plan Consultation Document was displayed on a series of exhibition boards, (See Appendix 3). Since the Strategic Development Locations had been the subject of an earlier series of consultation events, the exhibition material focused on the Urban Living proposals and the options for smaller scale development in the rural areas (Non-strategic growth).
- 4.6 On arrival attendees were invited to indicate their age range by placing sticky dots on the exhibition boards. On the same exhibition boards, attendees were also asked to record their views on where they live and/or work under the following headings:
- What do you really value and enjoy about where you live/work and your community?
 - What qualities, or perhaps particular buildings/features, should be respected/retained and possibly enhanced?
 - What don't you like about where you live, or what would you change?
- 4.7 In the main hall, exhibition materials were set up for attendees to read more about the new local plan and why the new local plan is important for communities to have their say. After the Local Plan information on the exhibition boards, attendees were invited to join a series of facilitated tables to comment on the Urban Living element of the proposals for the new Local Plan. These tables were supported by Urban Living concept display boards (see Appendix 4). They were facilitated by staff from Nash Partnership and attendees were invited to provide comments on maps of the local area and by using Post-It notes on flip charts under the following headings:
- 1 What type of new homes are needed and for whom?
 - 2 What type of premises are required for businesses and jobs?
 - 3 What should new development look and feel like?
 - 4 What are your views on different/flexible parking and open space standards for parts of our urban area?
- 4.8 Socio-economic summary profiles were also available for seven urban localities at the events.
- 4.9 A full record of comments made at each of the consultation events is included at Appendix 6. For each of the events the key points are summarised below.

North Fringe Cluster – Patchway Event

- 4.10 The public drop-in event in Patchway was held at Coniston Community Centre, from 6pm to 8pm on 9th March 2018. It was attended by 65 people.

Age profile of attendees

- 4.11 For those who provided their age category the age profile was as below.

Age Group	Number	Percentage
0-15	3	9%
16-24	0	0%
25-44	10	29%
45-64	16	47%
65-74	4	12%
75+	1	3%
	Total: 34	Total: 100%

Table 4.2: Age profile of attendees of the Patchway event

- 4.13 For those who indicated their age category, the highest proportion were again the 45-64 years age range, with the next highest representation in the 25-44 years group. Interestingly there were a few children up to 15 years old, but no attendees in the 16-24 age range.

Comments on place of residence/work - Patchway

What do you really value and enjoy about where you live/work and your community?

- 4.14 Patchway Community Centre, on Rodway Road, was considered to be a valued part of the local community in a number of comments. Other comments valued the cycle paths, remaining shops and the low density design of the area.

What qualities, or perhaps particular buildings/features, should be respected/retained and possibly enhanced?

- 4.15 A significant number of comments requested that the community centres, specifically Patchway Community Centre on Rodway Road, be retained for community uses. Responses requested that Patchway Community Centre be renovated to continue and enhance the existing community facilities.
- 4.16 A further comment was received requesting that the existing subway be retained as a safe crossing to the parade and schools.

What don't you like about where you live, or what would you change?

- 4.17 A number of comments raised issues relating to excess traffic, speeding vehicles and safety on roads and pavements. Suggestions to improve traffic included allowing cars to use bus lanes, reducing the speed of traffic, improved public transport and better lighting in back lanes and pedestrian walkways.
- 4.18 Other comments raised concerns that community infrastructure such as GPs, schools, health services, open spaces, roads and public transport will need to be improved and/or increased to provide for the increasing amount of housing being developed in the area.
- 4.19 Several comments also saw the existing shops on the parade as in need of renovation and improvement.

Comments on Flipcharts and Maps North Fringe – General

What type of new homes are needed and for whom?

- 4.20 The comments related principally to the need for affordable homes, particularly for young people, and to size. With regard to the latter the comments were mixed, with some calling for small/starter homes and others for family homes with gardens.

What type of new premises are required for business and jobs?

- 4.21 No comments were made under this heading for the North Fringe in general.

What should development look and feel like?

- 4.22 Two comments were made, one requesting infrastructure, green areas and provision for walking and cycling and one for more homes of more generous size.

What are your views on different /flexible parking and open space standards for parts of our urban areas?

- 4.23 Again, there were few comments for the North Fringe in general. Parking was identified as a big issue, together with the need for good public transport.

What else might be needed?

- 4.24 The comments under this heading primarily related to the need for community infrastructure (schools, GPs, local shops) and transport, especially improved pedestrian and cycle routes.

Comments on Flipcharts and maps – Cribbs/Patchway/Filton Airfield

What type of new homes are need and for whom?

- 4.25 The responses principally called for provision of affordable housing and space for children to play.

What type of premises are required for businesses and jobs?

- 4.26 The two comments under this heading sought support for small business, especially local shops.

What should new development look and feel like?

- 4.27 Again, comments under this heading were limited. They included a request for better street lighting and parking and for buildings that address the needs of people with disabilities.

What are your views on different /flexible parking and open space standards for parts of our urban areas.

- 4.28 Overall, few comments were made under this heading. There was general support for good quality and well maintained open space. One comment suggested a need for more parking and one suggested cheaper public transport in relation to development of Filton Airfield.

What else might be needed?

- 4.29 A wide range of comments were made under this heading. Many of these appear to relate specifically to Patchway and are likely to reflect a feeling, evident in discussions with local people at the event, that the local community experiences the impacts of development but does not benefit from sufficient investment in the established neighbourhood.
- 4.30 The main areas of comment were on community infrastructure and transport and movement. In terms of community infrastructure there were calls for a wide range of improvements, including the provision of schools, doctors, dentists and facilities for young people. A number of comments specifically supported enhancement of the community centre on Rodway Road but retaining it in its current location.
- 4.31 The comments on transport and movement were wide ranging. General concern was expressed about existing levels of traffic on local roads and some called for improved public transport and cycle/walking routes. Some concern was also expressed about parking, including employees at Aztec West parking on local roads to avoid the evening congestion exiting the business park. However, the highest number of comments were those seeking re-opening Highwood Road for car use.
- 4.32 A significant number of comments were also made calling for local shops and services and improvement of Patchway Community Centre on Rodway road.



Figure 4.1: The Patchway drop-in event

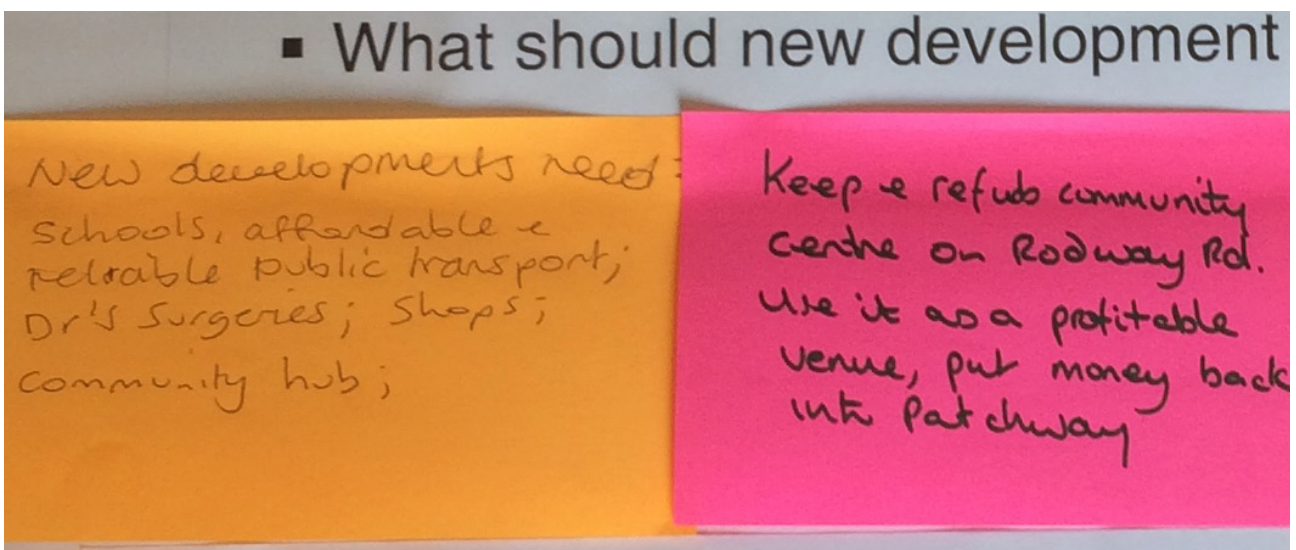


Figure 4.2: Comment board from the Patchway drop-in event (A full record of flipchart comments can be found in the appendices)

North Fringe Cluster – Stoke Gifford Event

- 4.33 This event was held at St. Michaels centre from 4.30pm to 6.45pm on 15th March 2018. It was attended by 29 people.

Age Profile of Attendees

- 4.34 For those who provided their age category, the profile was as below:

Age Group	Number	Percentage
0-15	0	0%
16-24	2	9%
25-44	4	17%
45-64	9	39%
65-74	4	17%
75+	4	17%
	Total: 23	Total: 100%

Table 4.3: Age profile of attendees of the Stoke Gifford event. Note: Percentage may not total exactly 100% due to rounding.

- 4.36 As can be seen from the table, the age profile of attendees notably favoured the 45-64 years age group, with a fairly even spread across the other age ranges, with the exception of children.

Comments on place of residence/work – Stoke Gifford

What do you really value and enjoy about where you live/work and your community?

- 4.37 One comment was received under this heading, which most valued living in the new Highbrook Park development due to it's strong pedestrian and cycle links, well-planned layout, green space and interesting use of building materials. Together these elements are seen to create an excellent neighbourhood.

What qualities, or perhaps particular buildings/features, should be respected/retained and possibly enhanced?

- 4.38 No comments were received under this heading.

What don't you like about where you live, or what would you change?

- 4.39 A limited number of comments were received, raising issues such as lack of parking and narrow roads. Suggestions for changes included improving public transport links and constructing large, affordable, family homes in new developments.

Comments on Flipcharts and Maps – Harry Stoke / Stoke Gifford

What type of new homes are needed and for whom?

- 4.40 The comments for Harry Stoke and Stoke Gifford related primarily to affordability, size and mix. In respect of affordability, the key point was on the need to provide for those unable to access market housing.

What type of premises are required for businesses and jobs?

- 4.41 The comments on business premises and jobs were varied. Whilst there was not a clear theme in terms of the type of premises and jobs required, support for well located, modern business premises and support by appropriate infrastructure came through.

What should new development look and feel like?

- 4.42 The comments were again diverse but underpinned by a desire for people focused environments with a sense of identity and easy access to services and amenities. Mention was also made of the need for investment in the established Patchway neighbourhood.

What are your views on different/flexible parking and open space standards for parts of our urban areas?

- 4.43 Parking drew the most comment and whilst a variety of points were made, the general tenor was that parked cars clutter residential neighbourhoods due to a lack of dedicated parking provision and inadequate alternatives to the private car. Linked to this were calls for improvements to make the local environment more amenable to walking and cycling. A specific comment was also made about the impact on businesses of the half hour parking restriction in Stoke Gifford Village.

What else might be needed?

- 4.44 The most comments were made about transport and these varied from calls for better public transport and making it easier to walk and cycle to specific comments about particular roads. Overall the message was of a need to make it easier to move around.
- 4.45 There were also calls for investment in community infrastructure such as health facilities and schools to provide for new and existing residential development.



Figure 4.3: The Stoke Gifford drop-in event

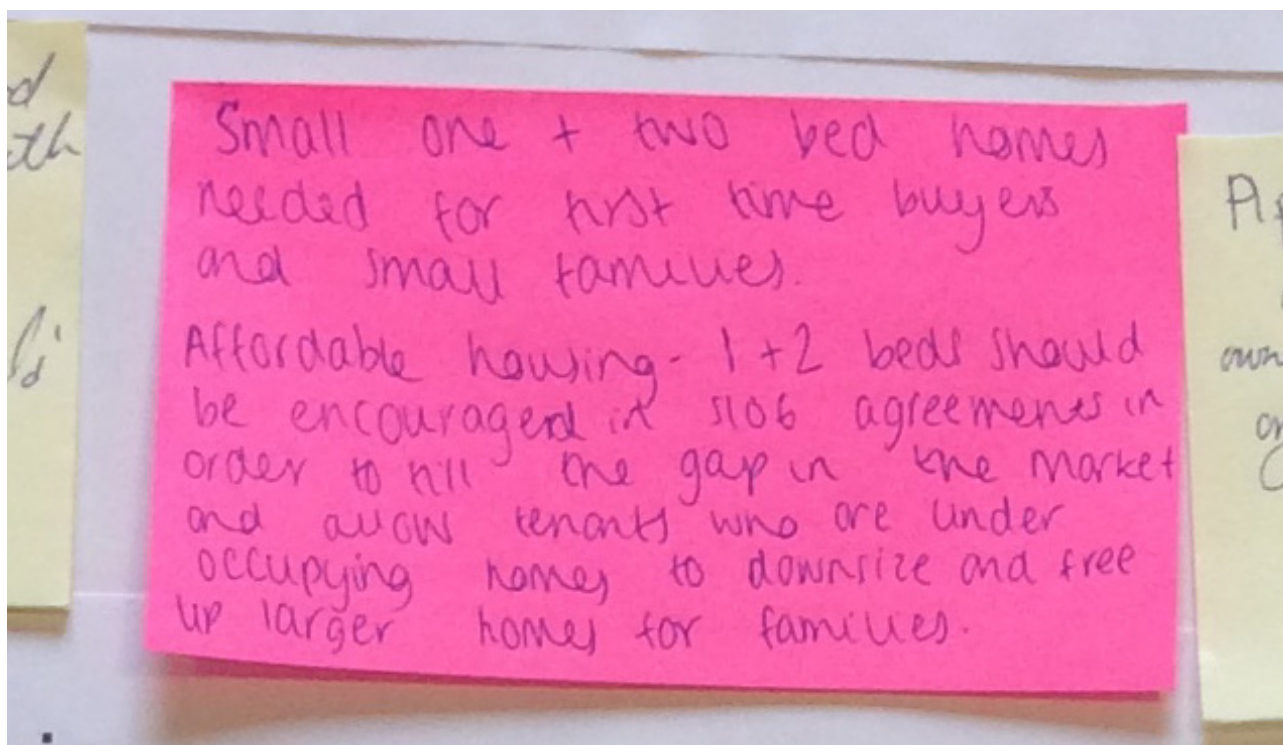


Figure 4.4: Comment board from the Stoke Gifford drop-in event (A full record of flipchart comments can be found in the appendices)

East Fringe Urban Centres – Hanham Event

- 4.46 The public drop-in event in Hanham was held in Hanham Community Centre, on 8th March 2018, from 5.30pm to 7.30pm. It was attended by 107 people.

Age profile of attendees

- 4.47 For those who provided their age category the age profile was as below.

Age Group	Number	Percentage
0-15	0	0%
16-24	0	0%
25-44	10	15%
45-64	37	54%
65-74	17	25%
75+	4	6%
	Total: 68	Total 100%

Table 4.4: Age profile of attendees of the Hanham event

- 4.48 For those who provided their age category, almost half were aged between 45 and 64, and a quarter fell into the 65-74 category. There was a corresponding lack of representation from younger age groups.

Comments on place of residence / work

What do you really value and enjoy about where you live/work and your community?

- 4.49 The comments related primarily to the proximity of green spaces and the countryside, and proximity to the local centre and community facilities.

What qualities, or perhaps particular buildings/features, should be respected/retained and possibly enhanced?

- 4.50 Comments under this heading were limited but placed an emphasis on the retention of heritage features and the Green Belt.

What don't you like about where you live, or what would you change?

- 4.51 Lack of parking was raised as an issue, particularly on the high street. An increase of traffic relating to bus lanes and new housing development was also mentioned, and the number of gambling shops in the centre was also raised as something to be changed.

Comments on Flipcharts and Maps - Hanham

What type of new homes are needed and for whom?

- 4.52 This heading drew the most comments for this event. A number of comments were received that related to the need for a mix of housing to create a more mixed community. This would include smaller units for young people as starter homes or for older people to downsize and larger homes for families, as well as a range of social and affordable housing including retirement/sheltered affordable housing.
- 4.53 Comments were also received relating to the location of housing development and proposing that this should be on brownfield land rather than in the Green Belt or green spaces such as the cricket and football grounds. Comments placed emphasis on the importance of retaining the Green Belt and open spaces. Several comments put forward the Kleeneze site as land that could be redeveloped for housing.

What type of premises are required for businesses and jobs?

- 4.54 A mix of comments were received. Several comments suggested that the mix of premises should include independent retail units and cafés. Other comments cited that there are already too many cafés and retail units, and instead space is needed for small businesses and flexible workspace for self-employed people.
- 4.55 A lack of parking was raised as an issue for both existing and future retail units.

What should new development look and feel like?

- 4.56 A few comments were made under this heading. Several comments suggested that new development should include a mix of uses including residential, open space, independent shops and job opportunities, to reduce the need to travel.
- 4.57 One comment requested that new development be in keeping with the style and feel of the area, and a further comment suggested that development should be small and safe to encourage a community feel.
- 4.58 A number of comments also proposed the Kleeneze site as a location for new development.

What are your views on different/flexible parking and open space standards for parts of our urban areas?

- 4.59 Two comments were received in relation to open space standards, mentioning the benefits of open space for health and wellbeing.
- 4.60 Comments raised issues relating to the lack of parking on the high street and the negative impact this is having on retailers. Several comments proposed that parking is provided for the public (at a cost) in the community centre car park.

What else might be needed?

- 4.61 A large number of comments were received under this heading. The main focus of the comments was ensuring that community infrastructure such as schools and GPs are improved/increased to

allow for the increasing number of houses in the area, and that the Green Belt and green spaces are retained and are not built on.

- 4.62 Further comments raised issues relating to the need to improve bus, rail, cycle and road transport links to reduce the amount of traffic on the roads.



Figure 4.5: The Hanham drop-in event

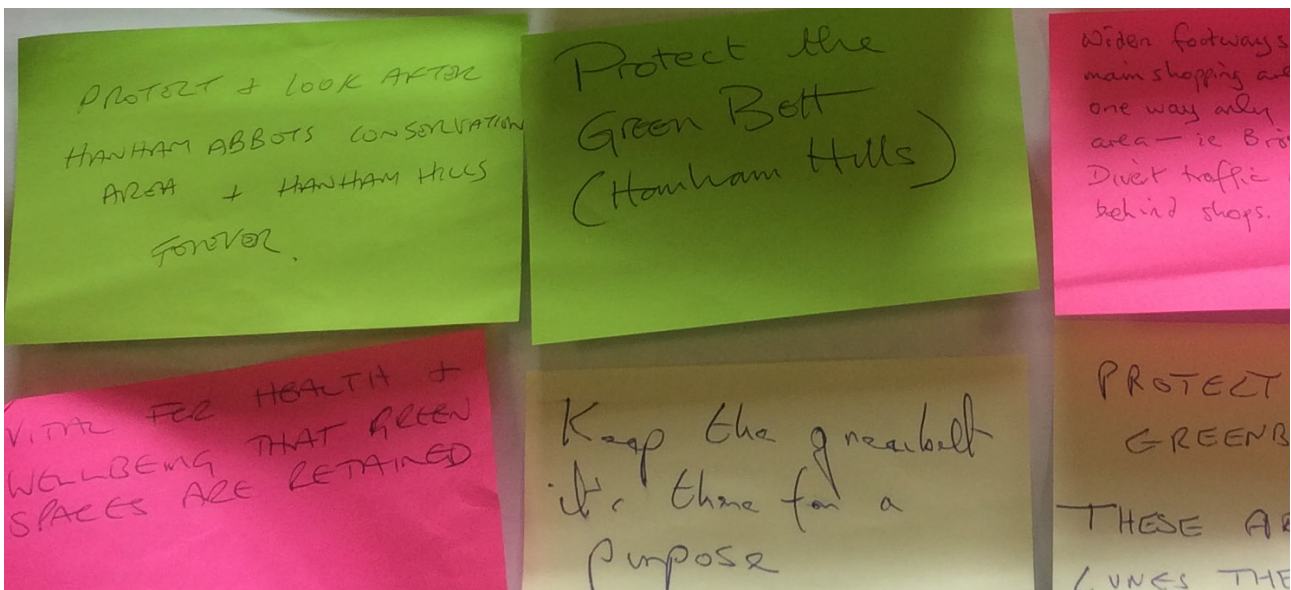


Figure 4.6: Comment board from the Hanham drop-in event (A full record of flipchart comments can be found in the appendices)

East Fringe Urban Centres – Kingswood and Staple Hill

- 4.63 The public drop in event was held from 5.30pm to 7.30pm on 19th March 2018, at The Park Centre in Kingwood. It was attended by 15 people.

Age profile of attendees

- 4.64 For those who provided their age category the age profile was as below.

Age Group	Number	Percentage
0-15	0	0%
16-24	0	0%
25-44	2	22%
45-64	3	33%
65-74	2	22%
75+	2	22%
	Total: 9	Total: 100%

Table 4.5: Age profile of attendees of the Kingswood and Staple Hill event. Note: Percentage may not total exactly 100% due to rounding.

- 4.65 For those who indicated their age category, the highest proportion were in the 45-64 age group. The remainder were evenly split between the 25-44, 65-74 and 75+ age groups, with no attendees in the age group of 24 and below.

Comments on place of residence/work – Kingswood and Staple Hill

What do you really value and enjoy about where you live/work and your community?

- 4.66 No comments received under this heading.

What qualities, or perhaps particular buildings/features, should be respected/retained and possibly enhance?

- 4.67 No comments received under this heading.

What don't you like about where you live, or what would you change?

- 4.68 No comments received under this heading.

Comments on Flipcharts and Maps – Kingswood

What type of new homes are needed and for whom?

- 4.69 Two comments were received under this heading and related to the need for affordable homes including 1-2 bedroom flats.

What type of premises are required for businesses and jobs?

- 4.70 Comments suggested a variety of premises including a hotel in the town centre, a land mark tall building, potentially on the library site, local public houses and good quality, energy efficient premises with good accessibility. Reference was also made to retail policy under this heading.

What should new development look and feel like?

- 4.71 Two comments were received. One comment requested taller buildings and a tall building policy, and the other requested that housing in rural locations was developed in small clusters to support local identity.

What are your views on different/flexible parking and open space standards for parts of our urban areas?

- 4.72 Three comments were received relating to the importance of retaining existing open space including ancient pasture land, historic commons and the Green Belt.
- 4.73 No comments relating to parking were received under this heading.

What else might be needed?

- 4.74 Two comments were received requesting that bus services to Bristol and Bath be improved by increasing the frequency and by providing clean fuel buses.
- 4.75 Other comments related to the regeneration of Kingswood Centre, restoring the heritage of the Tabernacle site, placemaking and encouraging partnership between Kingswood, Bristol City Council and South Gloucestershire Council.

Comments on Flipcharts and Maps – Staple Hill

What type of new homes are needed and for whom?

- 4.76 Two comments were received under this heading, relating to the need for mixed housing development and tall building policy.

What type of premises are required for businesses and jobs?

- 4.77 One comment was received, which was of the view that local public houses are required.

What should new development look and feel like?

- 4.78 Comments related to affordable housing and tall buildings containing 1-2 bedroom flats.

What are your views in the different/flexible parking and open space standards for parts of our urban areas?

- 4.79 Two comments were received relating to bus shelters in the town centre, a rapid transit link to Bristol and Bath and a shared space cycleway.

What else might be needed?

- 4.80 Again, two comments were received, requesting a clean air zone and better bus services and a metro bus route.



Figure 4.7: The Kingswood drop-in event

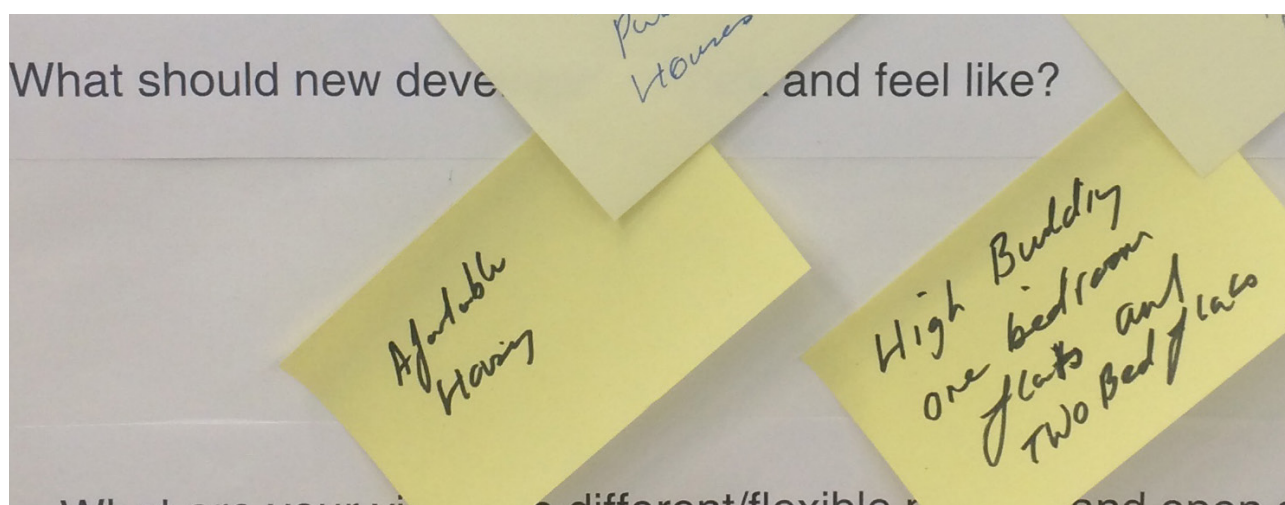


Figure 4.8: Comment board from the Kingswood drop-in event (A full record of flipchart comments can be found in the appendices)

Yate

- 4.81 The public drop in event was held in The Ridgewood Community Centre, from 6pm to 8pm on the 20th March 2018. It was attended by 66 people.

Age profile of attendees

- 4.82 For those who provided their age category the age profile was as below.

Age Group	Number	Percentage
0-15	0	0%
16-24	0	0%
25-44	5	13%
45-64	24	62%
65-74	5	13%
75+	5	13%
	Total: 39	Total: 100%

Table 4.6: Age profile of attendees of the Yate event. Note: Percentage may not total exactly 100% due to rounding.

- 4.84 The majority of those who provided their age category were aged between 45 and 64. The remainder were evenly split between the 25-44, 65-74 and 75+ age groups, with no attendees in the age group of 24 and below.

Comments on place of residence/work – Yate

What do you really value and enjoy about where you live/work and your community?

- 4.85 No comments received under this heading.

What qualities, or perhaps particular buildings/features, should be respected/retained and possibly enhance?

- 4.86 No comments received under this heading.

What don't you like about where you live, or what would you change?

- 4.87 No comments received under this heading.

Comments on Flipcharts and Maps – Yate

What type of new homes are needed and for whom?

- 4.88 A mix of comments were received, relating to the need for affordable housing, council/social housing and accommodation for older people. A theme emerged of needing small bungalows, flats and houses for older people to downsize in order to free up larger family homes. These homes for older people should have smaller gardens and be located close to good bus connections.

What type of premises are required for businesses and jobs?

- 4.89 Comments received under this heading provided suggestions that premises should include a multi-service hub providing office space, and self-funding community hubs which are supported by rental accommodation on upper storeys.
- 4.90 A suggestion was also received for locating employment uses next to housing to reduce the need to travel to work by car.

What should new development look and feel like?

- 4.91 Two themes emerged, one suggesting that new development should respect and fit in with the existing character and heritage of the area, and the other relating to the need to retain existing open space and Green Belt land.
- 4.92 Other comments suggested potential locations for new development, and included the ambulance station, fire station and sites near the M4 junction such as Gregorys depot.

What are your views on different/flexible parking and open space standards for parts of our urban areas?

- 4.93 In relation to open space, comments iterated that existing parks, open spaces, green spaces and the Green Belt should be preserved for future generations, and new open spaces should be included in new development.
- 4.94 With regard to parking, comments raised issues of the lack of parking provision. Several comments suggested creating more all day parking for people travelling and commuting into Bristol, such as a park and ride. Encouraging people to make journeys by buses and trains was put forward as an alternative approach to reducing traffic.

What else might be needed?

- 4.95 A large amount of comments were received under this heading. Key themes emerged in relation to the need to provide better infrastructure, including health facilities, transport and schools, particularly in North Yate, and the need to solve traffic issues and improve transport.
- 4.96 The solutions proposed to improve transport issues included providing a park and ride, widening roads, promoting existing cycle and walking routes, increasing the number of trains stopping at Yate and creating a transport strategy to provide for new developments.

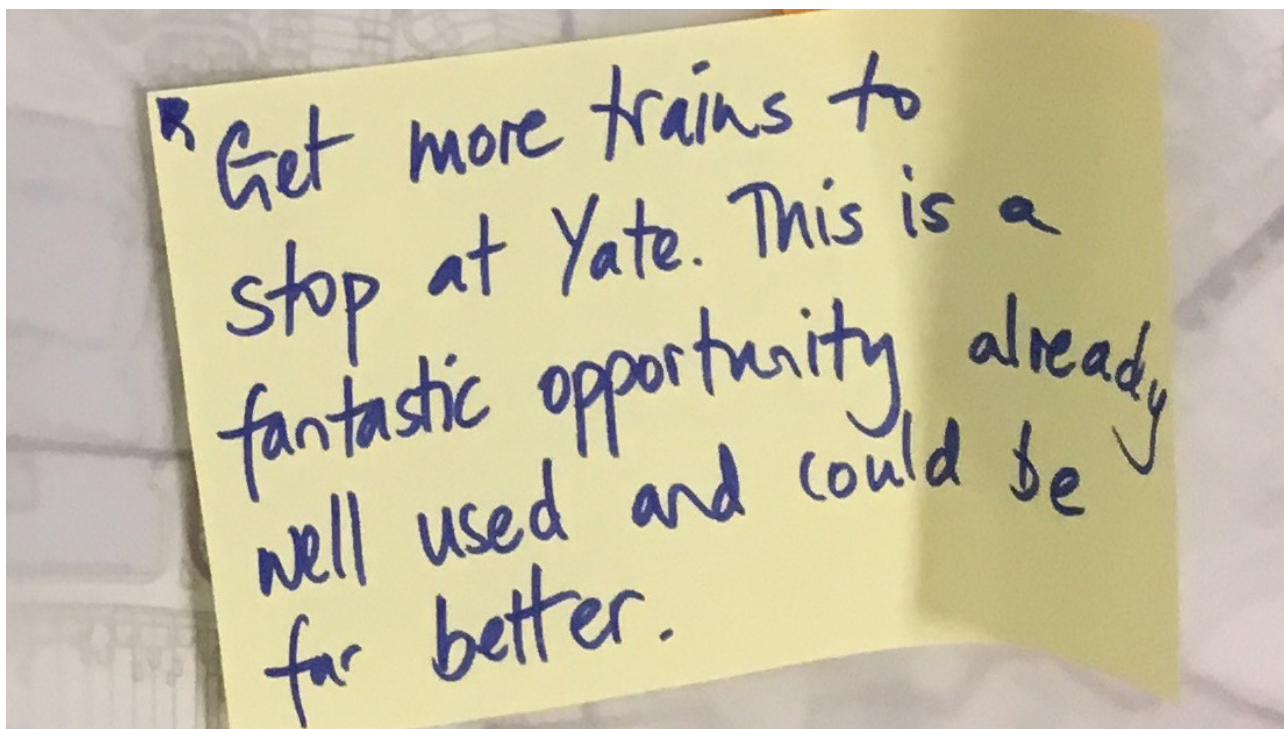


Figure 4.9: Comment board from the Yate drop-in event (A full record of flipchart comments can be found in the appendices)

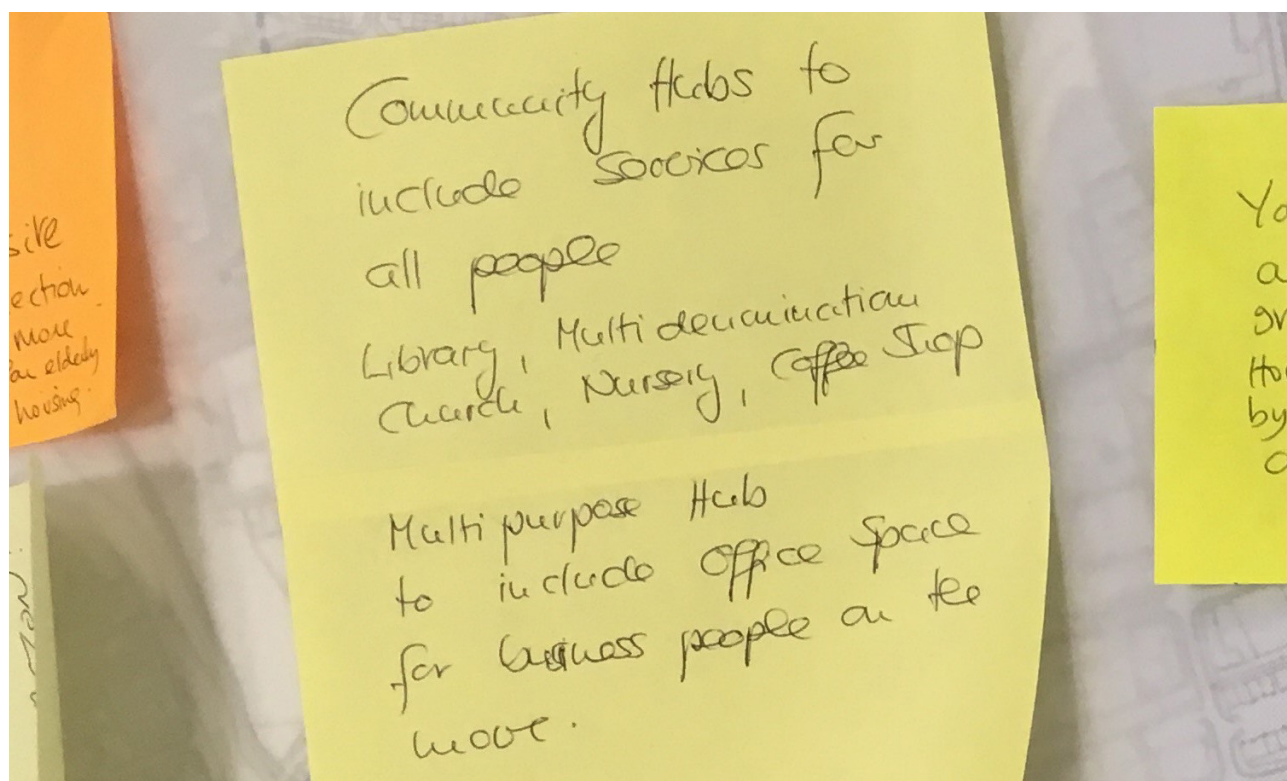


Figure 4.10: Comment board from the Yate drop-in event (A full record of flipchart comments can be found in the appendices)

5 Headline Themes Arising from the Events

General

- 5.1 There were some headline themes common to all of the areas:
- The public drop-in events were mainly attended by age groups over 25 years old and there were few people below the age of 25. This is not uncommon and suggests a need to consider alternative ways of involving younger people as the new Local Plan progresses.
- 5.2 Across all of the areas, the following aspirations were identified:
- To invest in community infrastructure, including schools, doctors and dentists facilities, and community 'hubs' to support both established communities and new development.
 - To protect existing green and open spaces, including the Green Belt, and to ensure open space and areas for play form part of new developments.
 - To provide a range of premises for business activity, including better provision for small and start-up businesses.
 - For diversity in the mix and sizes of homes and in particular a need to provide smaller homes (1-2 bedroom) for young people and for older people.
 - For more affordable housing.
 - To significantly improve transport, including better public transport and routes for cycling and walking.
- 5.3 In addition to these common requirements, there were a range of headline points relating to each of the broad community areas. These are set out below and include only those points or requirements not included above.

North Fringe Cluster

- Patchway Community Centre was identified as a particularly positive attribute by members of the public.
- Traffic and speeding was a main dislike for members of the public and this appears to be the case in Patchway in particular.
- There was a perceived level of inadequate parking provision in new development, leading to cluttered streets. At the same time there is a desire to reduce traffic and increase travel by public transport, walking and cycling.
- In Patchway, there appears to be a feeling that new development has negative impacts on the existing community which need to be considered e.g. changes to local roads.
- Filton Airfield and the quadrants of railway land to the east of the airfield are important development opportunities.
- It was also considered that there may be potential to develop above existing car parks.
- Higher density development should be focused around transport and other facilities.
- There is a need for a clear vision and strong planning policies.

East Fringe Urban Centres

- People value proximity to green spaces, local centres and community facilities.
- Levels of traffic are a significant negative feature for these centres.
- The town centres and older industrial areas are seen as important opportunities for development and regeneration.
- Higher density development should focus on locations with good public transport.
- In Kingswood, more should be made of its heritage, and there is a need for access to education.
- In Hanham, the former Kleeneze site is a key opportunity for a mixed-use redevelopment.
- There is a need for a vision(s) and for partnership approaches.
- Different approaches to funding and land assembly should be considered, including compulsory purchase.

Yate

- In terms of achieving a diverse mix of housing, the need for provision of bungalows for older people was identified.
- A need for more office space was identified.
- The cluttering of streets with parked cars is seen as an issue. This is linked to the need to improve public transport and walking and cycling routes.
- There is a need for long stay parking in the centre and for HGV parking.
- The 'western gateway' industrial and station area is considered to be a key opportunity for development and improvement.
- The fire and ambulance stations are considered potential development opportunities provided that these facilities are retained in the town.
- There is potential to reconfigure some of the highway infrastructure to reduce the dominance of roads.
- There is a need for a vision and a partnership working approach.
- Consideration should be given to funding and land assembly, including the role of compulsory purchase.

Appendices

Appendix 1: Stakeholder Workshops Slide Presentation

Appendix 2: Public Drop-In Events Press Releases

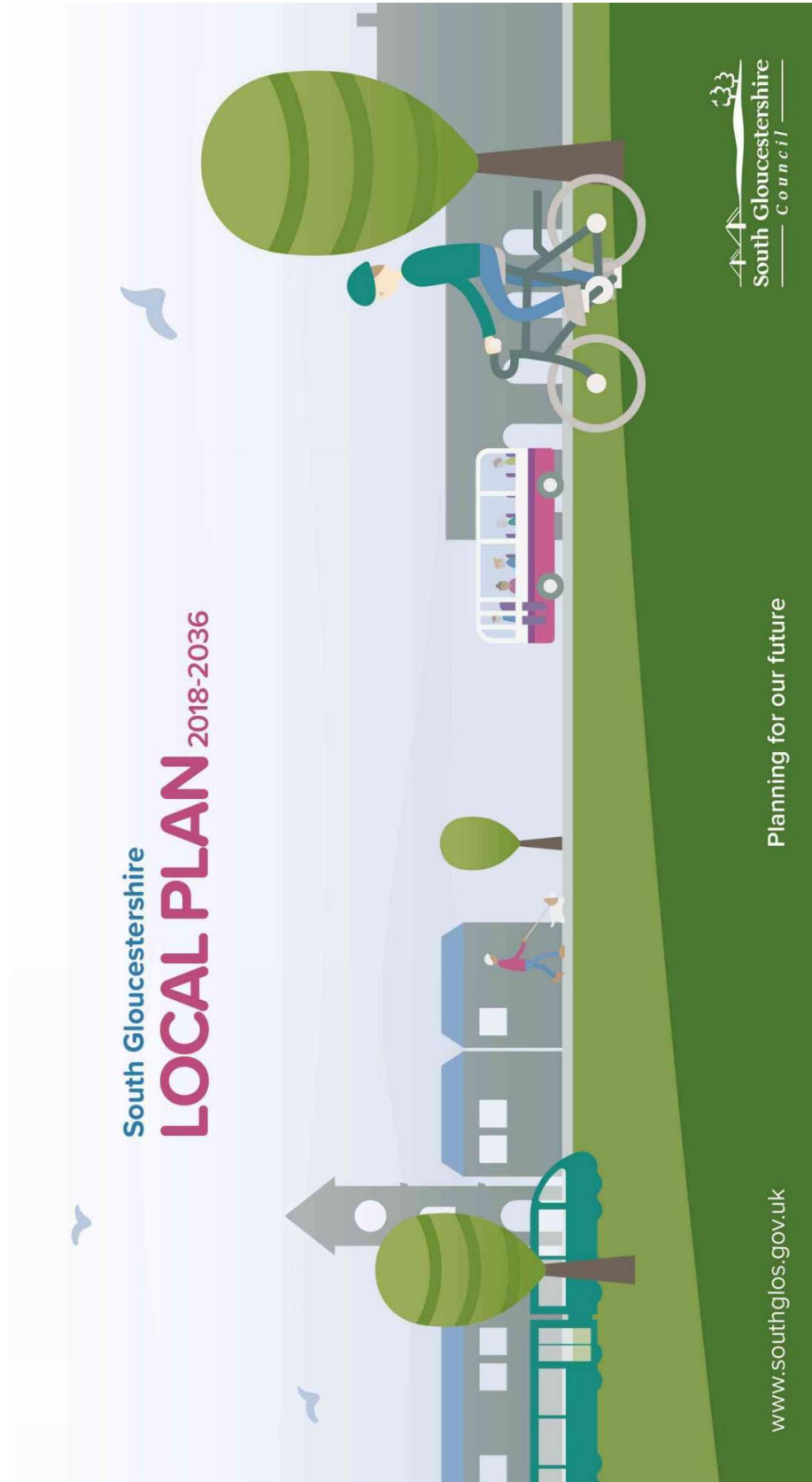
Appendix 3: Public Drop-In Event Boards

Appendix 4: South Gloucestershire Urban Localities: Review of Potential Socio-Economic Characteristics

Appendix 5: Record of Attendance and Comments from Stakeholder Workshops

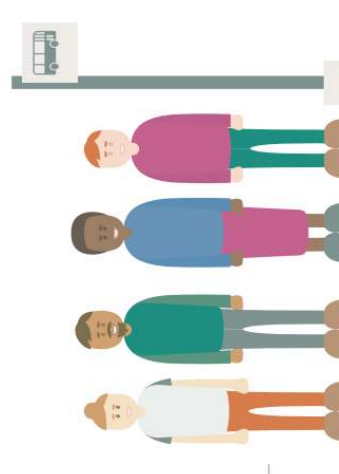
Appendix 6: Record of Comments from Public Drop-In Events

Appendix 1: Stakeholder Workshops Slide Presentation



Workshop Programme:

- Welcome and Introduction
- Development Plan context – South Glos
- Introduction to Urban Living – NASH Partnership
- Structure for the workshop
- Feedback
- Close



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Animation: Introduction the
South Gloucestershire Local Plan

<https://vimeo.com/256044518>

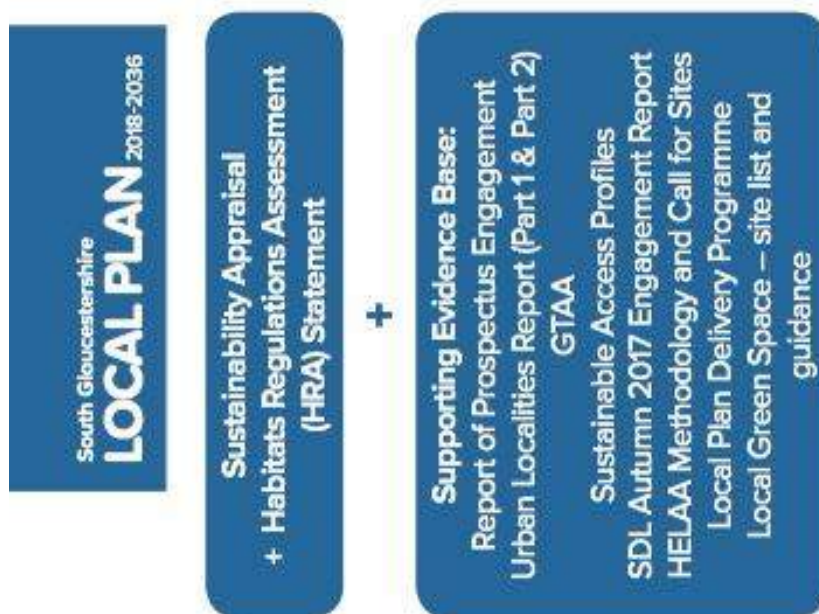
Joint Spatial Plan

- Existing SGC Core Strategy build out contributing **22,300** homes
- Urban Living Contributing **2,900** homes
- New greenfield location contributing **6,000** homes (up to 2036)
 - Coalpit Heath.....**1,800**
 - Yate.....**1,000**
 - Thornbury.....**500**
 - Charfield.....**1,200**
 - Buckover Garden Village...**1,500**
- Non-strategic growth (smaller scale growth) **1,300** homes
- South Gloucestershire Total **32,500** of JSP's **105,500** homes
- South Gloucestershire Contingency **1,500** of JSP's **5,000** homes
- NB – the JSP does not make specific site allocations






- **Introductory Chapters**
- **New Spatial Narrative, Urban Living & Non-Strategic Growth**
- **Policy discussion points**

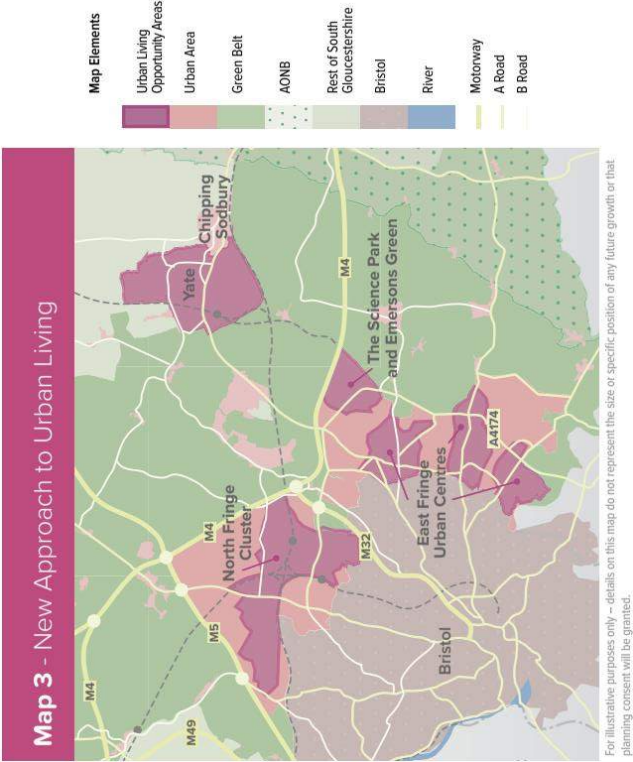


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Urban Living

South Gloucestershire
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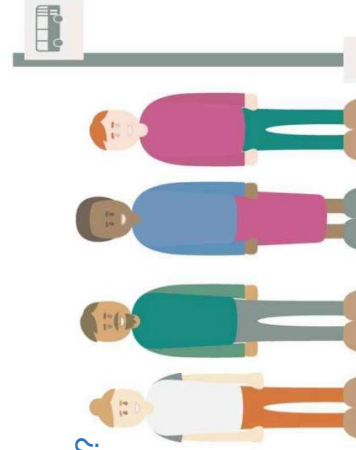
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The Brief

South Gloucestershire
LOCAL PLAN 2018-2036

In South Gloucestershire, as part of our approach at looking at the potential of our urban and suburban areas to play their part in supporting the growth ambitions of the local area and West of England, it makes sense to look at locations which are, or have the potential to undergo a degree of transformational change and to become, focal points for sustainable higher density (re)development. In considering such opportunities we have asked ourselves the following :

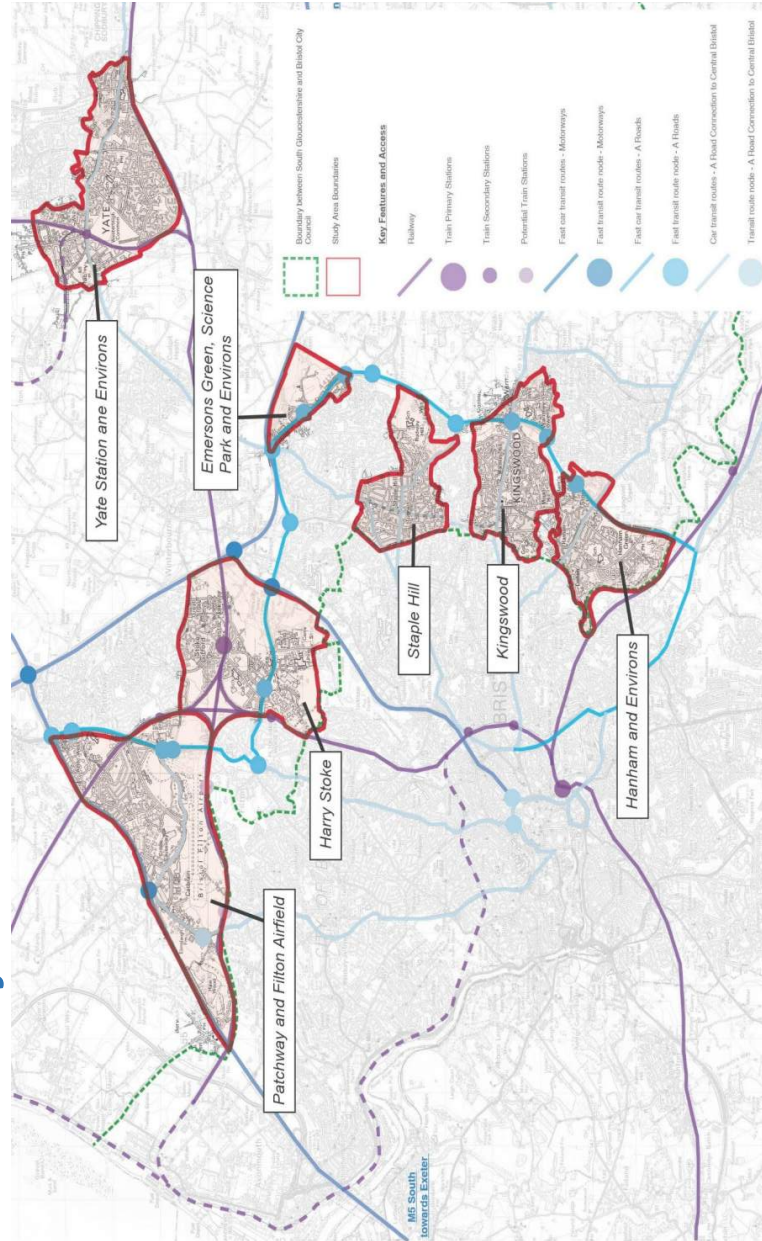
- What could investment here bring?
- What catalysts could provide transformational change?
- Are there areas of market failure regeneration would overcome?
- Are there land use efficiencies?
- Which locations offer the best GVA uplift prospects?
- Are there programme ambitions that will chime with the current and future Devolution deals?



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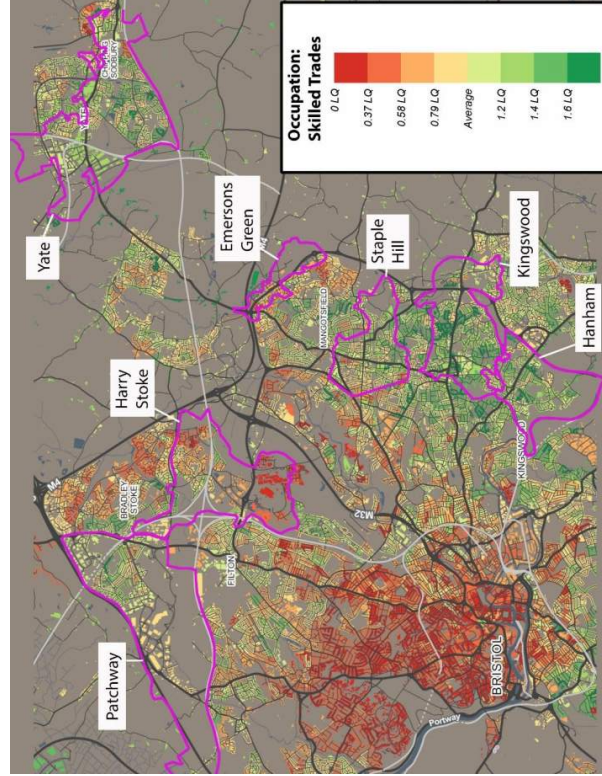
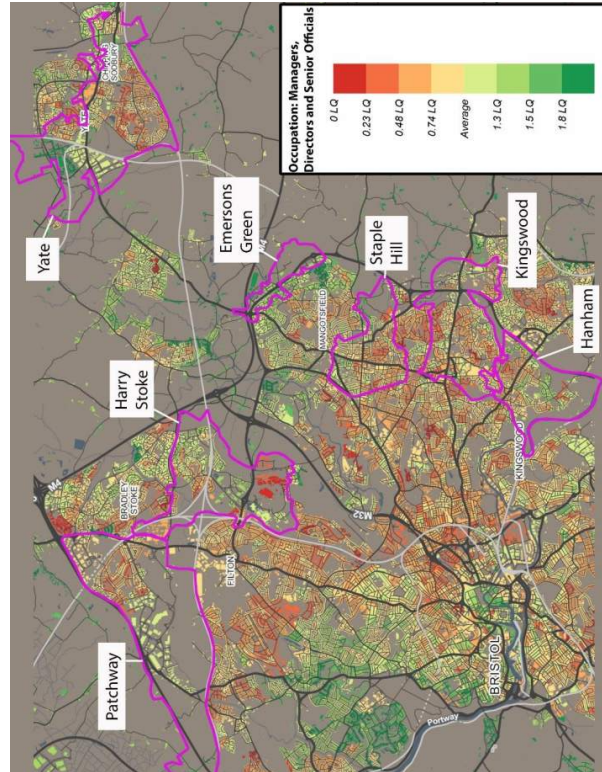
The Locality Boundaries

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Socio-Economic Characteristics

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Mega-Trends

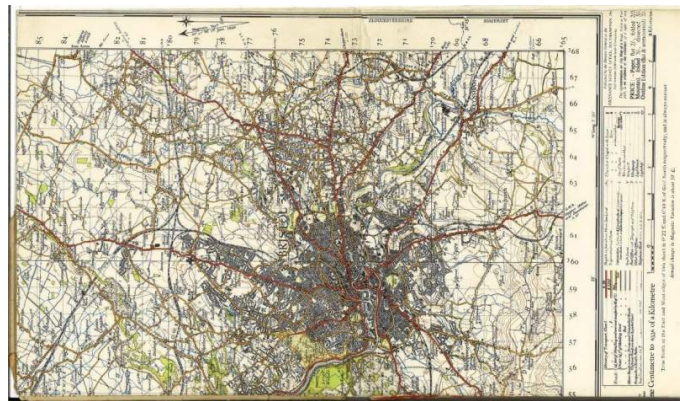
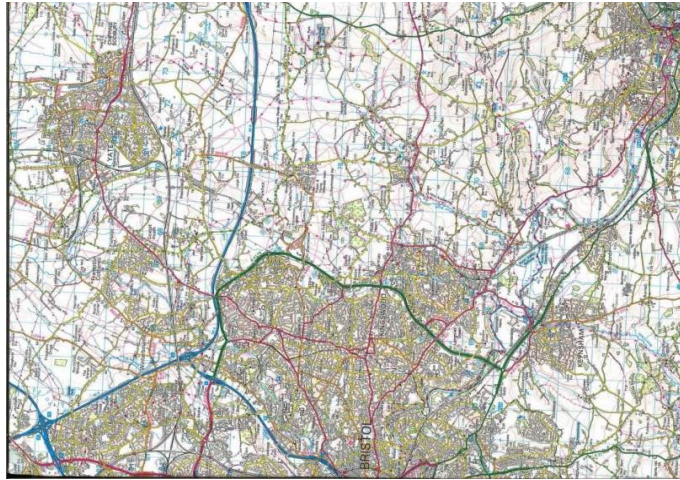
- Climate change
- Digital Technology
- Re-shaping the economy
- Multi-centric cities
- Demographics
- Health
- Retail and High Streets
- Business Premises
- Housing
- Transport

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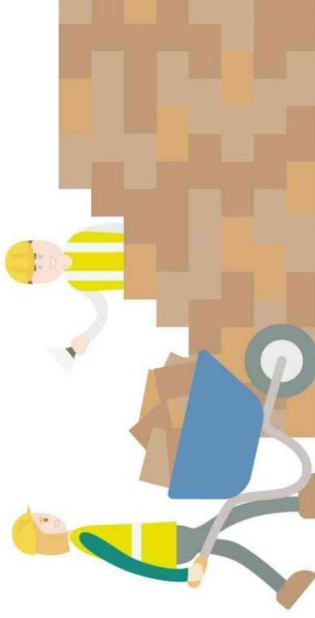
The Problem with Business as Usual

South Gloucestershire
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The Challenge of Suburban Densities

- Many people need to travel a lot
- Low densities don't support public transport
- Monotype housing and lifestyle offers
- Poorly balanced mix for housing needs
- All areas decline without regenerative drivers
- Economic activity is poorly distributed
- Competition from more characterful and vibrant places



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Why it Matters

- Post Industrial City Centres have mutability
- Urban South Gloucestershire needs mutability too
- The Importance of identifying and supporting Urban Growth Hubs in Suburbia
- Only around 16% of the study area has the capacity and potential to change over the JSP era.



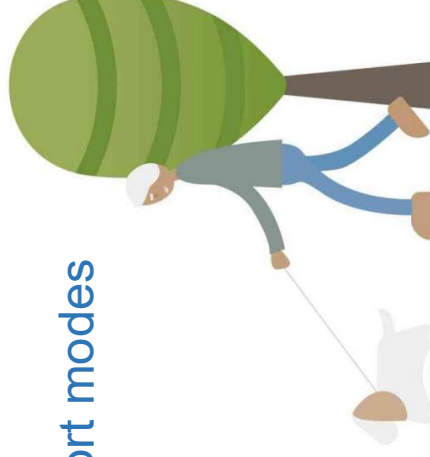
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What's been happening in Cities?

- Younger and older generations have been re-discovering benefits of urban centre living
- Families are discovering this too
- City Living builds the evening economy
- City Living gives access to multiple transport modes
- The Multi-Centric City

South Gloucestershire
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A New Spatial Narrative and Approach

South Gloucestershire
LOCAL PLAN 2018-2036

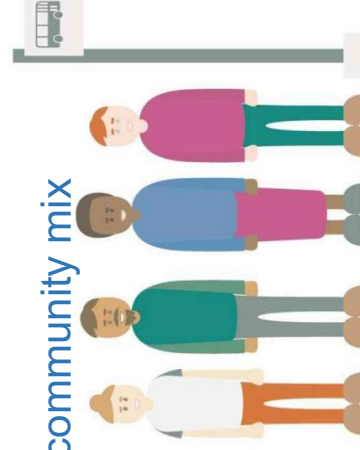
- The world is changing
- People create communities, economies and vibrant places
- The built environment either facilitates or constrains
- Responding to these things grows economic, social and environmental value
- Not responding builds in under-performance and long term obsolescence



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Principles for Change

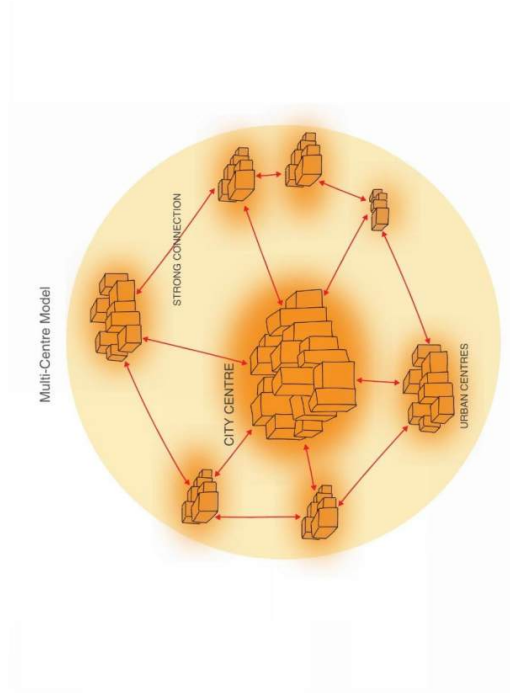
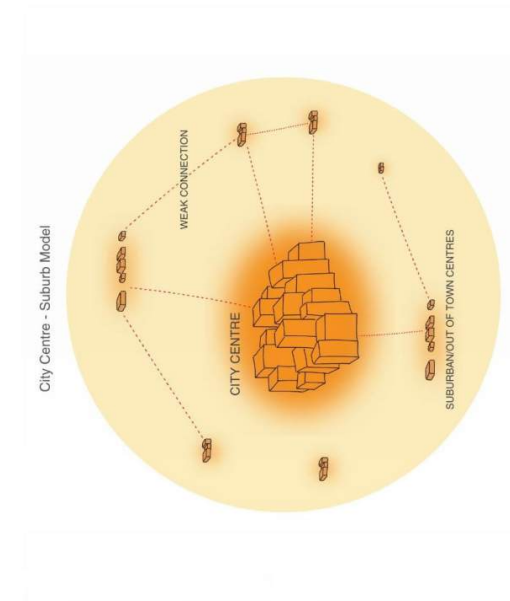
- Mutability
 - Areas with capacity for change
 - Capitalise on this potential – it is significant but limited
 - Build in future adaptability
- Mixed Communities
 - Environments for a more diverse and stronger community mix
- A Network for Strong Centres
 - Enhance cohesion, identity, sustainability and economic performance



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A Multi-Centre City

South Gloucestershire
LOCAL PLAN 2018-2036



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Quality of Life

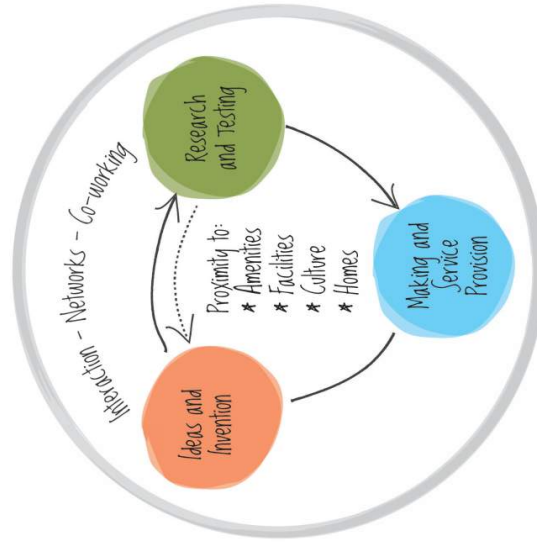
- Sense of Place and Liveability
 - Character and status of place
 - Strong landscape and green infrastructure
 - Proximate provision of services and amenities
 - Places for interaction
- New Types and Models of Housing
 - Diversify offer
 - Fundamental to attractiveness of the localities



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Diverse Economies

- Eco-system of business premises



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LOCAL PLAN 2018-2036



Opportunities

- Three categories of opportunity site:
 - Free standing site
 - New Neighbourhoods
 - Town Centre Regeneration Zones

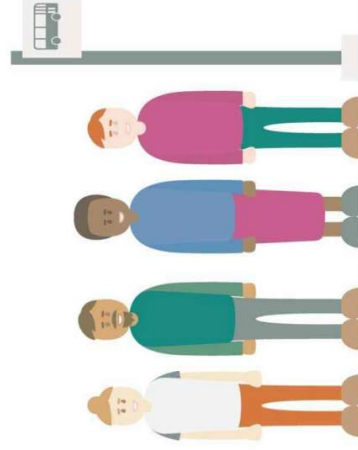
South Gloucestershire
LOCAL PLAN 2018-2036



Planning for our future

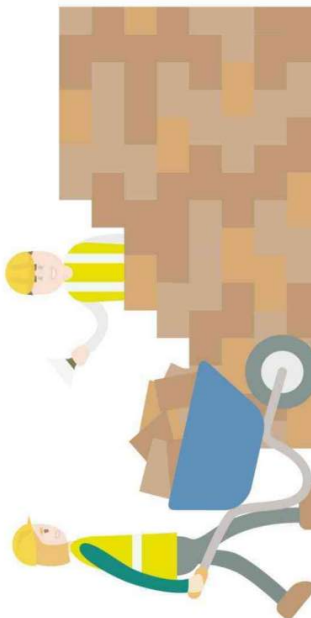
Strategic Dependencies

- Transport
 - Metrobus and MetroWest will be significant enhancements
 - A next phase step-change is vital
- Land Ownership, Development Models and the Market
 - Engagement with landowners, public sector/ spv role, joint ventures
 - De-risking sites
 - Requirements of institutional investors
- Planning Policy
 - Current framework broadly facilitates
 - Local Plan review can further support delivery



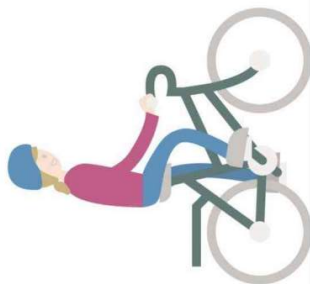
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Your Views and Suggestions



Planning for our future

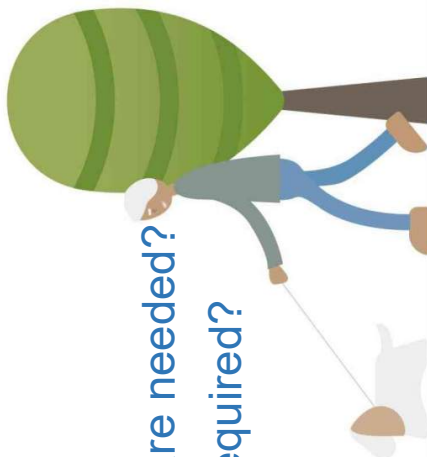
What are the current strengths, weaknesses and threats? The key assets?



Planning for our future

If the localities are to have a stronger sense of place and become more sustainable, liveable, characterful and economically, socially and culturally vibrant and diverse:

- What are the key development opportunities?
- What types of homes and business premises are needed?
- What other uses, facilities and amenities are required?



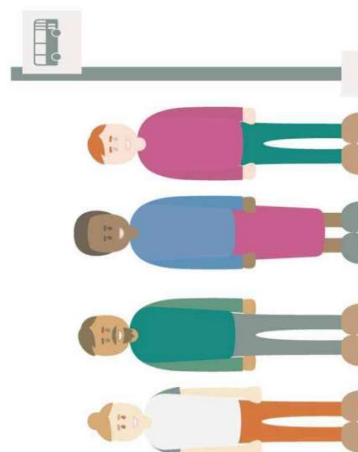
Planning for our future

- What development typologies, scale and density are needed?
- What supporting infrastructure and investment is required?



How can we make it happen?

- Articulating a vision
- Establishing community trust
- Planning policy and standards
- Land assembly
- Building market confidence
- Other areas for action



Planning for our future

Thank you

- Report of public drop-ins and stakeholder workshops
- Please respond to the consultation, 30 April
 - www.southglos.gov.uk/newlocalplanfeb2018
 - planningpolicy@southglos.gov.uk
- Site allocations and urban living policies subject of future consultation



South Gloucestershire
LOCAL PLAN 2018-2036

Planning for our future

Appendix 2: Public Drop-In Event Press Releases



South Gloucestershire Council News Release

South Gloucestershire Council, Civic Centre, High Street, Kingswood, BS15 9TR, Tel: 01454 863200, E-Mail: strategiccommunications@southglos.gov.uk, Web: www.southglos.gov.uk

Issue Date: 06/02/2018

South Gloucestershire Launches 12 week Consultation on New Local Plan

South Gloucestershire Council has begun a 12 week consultation as it develops a new Local Plan. This is a key planning document in shaping how and where development can take place. It provides a guide and framework for residents and developers alike, against which the suitability of planning applications are judged.

All Local Authorities need to have an up to date Local Plan in place. For South Gloucestershire, with our increasing need for housing and employment opportunities, for the next generations over the next 20 years, it is time to update ours.

While we grow, we also want to protect and improve our environment. To achieve this we will need to balance economic, social and environmental issues to ensure new development is sustainable. To make sure this happens, we must plan positively.

The South Gloucestershire Local Plan will help identify where and how we should accommodate sustainable growth. It will include where homes, businesses, transport, schools and other services and facilities will go. We will use the completed Plan to decide whether planning applications that come forward are appropriate and meet our needs.

Our Plan will sit under the West of England Joint Spatial Plan (JSP), which has been developed by the four West of England Authorities and that will guide strategic growth across the wider region.

Our Plan will focus on more local projects, but will also allow the council to determine how proposals identified in the JSP will be delivered in South Gloucestershire.

Local people have already told us that they want the focus of new development to be on brownfield sites and within existing towns first, so long as they also bring the new infrastructure

needed to support them. That includes better cycling and walking routes, better public transport, more schools and to protect green spaces at the heart of our communities.

Building within the current boundaries of urban areas won't be enough to meet all our needs, however. The JSP identifies large scale developments in five greenfield Strategic Development Locations (SDLs), which have not been previously built on. These SDLs will have an impact across the region, not just in their immediate area.

In addition to helping us guide the way these major projects are delivered, the Local Plan will also establish where smaller scale development is appropriate in other parts of South Gloucestershire.

Cabinet Member for Planning, Transportation and the Strategic Environment, Councillor Colin Hunt, said: "This is your opportunity to help us produce a Local Plan that works for everyone. Individuals and communities are rightly passionate about the places they live and work.

"I want to encourage everyone to think about this consultation and take part. This is a plan for the whole of South Gloucestershire.

"Growth will happen and through a new Local Plan we want to be able to control it and guide it so that it meets not just your needs, but also the needs of the next generations. We can continue to enjoy South Gloucestershire as a great place to live and work, if we plan positively for new homes and businesses.

"Importantly, by having a robust Local Plan, which residents understand and that they have taken part in shaping, will strengthen the council's hand against unwanted and speculative development bids."

The consultation is now underway and will run until 30 April 2018. Residents and other local stakeholders, including Town and Parish Councils and other groups, can contribute to the process in a number of ways. Full details and supporting documents are available online at www.southglos.gov.uk/newlocalplanfeb2018.

Comments can also be submitted via email to PlanningPolicy@southglos.gov.uk, or by post to: Strategic Planning Policy & Specialist Advice Team, Department for Environment and Community Services, PO Box 1954, Bristol BS37 0DD.

A hard copy of the Local Plan consultation document is available at council One-Stop Shops and libraries for reference.

- Thursday 8 March – Hanham, Community Centre (BS15 3EJ), 5:30-7:30pm
- Friday 9 March – Patchway, Community Centre (BS34 5LP), 5:30-7:30pm
- Thursday 15 March - Stoke Gifford, St Michael's Centre (BS34 8PD), 4:30-6:45pm
- Monday 19 March - Kingswood, Park Centre (BS15 4AR), 5:30-7:30pm
- Tuesday 20 March - Yate, Ridgewood Centre (BS37 4AF), 6-8pm

Further engagement will be undertaken later in the year as the Local Plan progresses.

To find out more, get involved and help shape the Local Plan visit:
www.southglos.gov.uk/newlocalplanfeb2018.

ENDS

For media enquiries contact:
Strategic Communications
South Gloucestershire Council
01454 863200
www.southglos.gov.uk

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South Gloucestershire Council News Release

South Gloucestershire Council, Civic Centre, High Street, Kingswood, BS15 9TR, Tel: 01454 863200, E-Mail: strategiccommunications@southglos.gov.uk, Web: www.southglos.gov.uk

Issue Date: 23/04/2018

Have Your Say on New South Gloucestershire Local Plan – Consultation Ends 30th April

The current phase of public consultation on the new South Gloucestershire Council Local Plan will close on Monday 30 April and residents and others are encouraged to have their say.

The new Local Plan is a key planning document that will shape how and where development can take place in the district. It provides a guide and framework for residents and developers alike, against which the suitability of planning applications are judged.

All Local Authorities need to have an up to date Local Plan in place. For South Gloucestershire, with our increasing need for housing and employment opportunities, for the next generations over the next 20 years, an updated Plan is being developed now.

This consultation has included a series of drop-in events, where members of the public have been able to meet with planning officers to discuss the Plan and their views. More than 280 people have attended these events and more have submitted their comments to the consultation.

Cabinet Member for Planning, Transportation and the Strategic Environment, Councillor Colin Hunt, said: “We want to produce a new Local Plan that works for everyone and we want to hear from everyone to make sure that we take into account their views and explain how the system works.

“I want to encourage everyone to think about this consultation and take part. This is a plan for the whole of South Gloucestershire.

“Growth will happen and through a new Local Plan we want to be able to control it and guide it so that it meets not just your needs, but also the needs of the next generations. We can continue to enjoy South Gloucestershire as a great place to live and work, if we plan positively for new homes and businesses.

“Importantly, by having a robust Local Plan, which residents understand and that they have taken part in shaping, will strengthen the council’s hand against unwanted and speculative development bids.”

The consultation is now underway and will run until 30 April 2018. Residents and other stakeholders, including Town and Parish Councils and other groups, can contribute to the process in a number of ways. Full details and supporting documents are available online at

www.southglos.gov.uk/newlocalplanfeb2018

<<http://track.vuelio.uk.com/z.z?l=aHR0cDovL3d3dy5zb3V0aGdsb3MuZ292LnVrL25ld2xvY2FscGxhb mZlYjIwMTg%3d&r=11231282780&d=6143195&p=1&t=h&h=13f80383e22cd5b751b7426df93afa39>

> .

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Further engagement will be undertaken later in the year as the Local Plan progresses.

To find out more, get involved and help shape the Local Plan visit:

<<http://track.vuelio.uk.com/z.z?l=aHR0cDovL3d3dy5zb3V0aGdsb3MuZ292LnVrL25ld2xvY2FscGxhb mZlYjIwMTg%3d&r=11231282780&d=6143195&p=2&t=h&h=13f80383e22cd5b751b7426df93afa39>

> www.southglos.gov.uk/newlocalplanfeb2018.

ENDS

For media enquiries contact:

Strategic Communications

South Gloucestershire Council

01454 863200

www.southglos.gov.uk

Appendix 3: Public Drop-In Event Boards

Welcome

Welcome and thanks for taking the time to attend.
Please tell us a little about yourself and where you live.

Think about local facilities, events or groups, housing, buildings, green spaces, public spaces, foot and cycle connections/routes and views etc.

Use post-it notes to indicate...

- What you really value and enjoy about where you live/work and your community?
- What qualities, or perhaps particular physical buildings/features, should be respected/retained and possibly enhanced?
- What don't you like about where you live, or what would you change?

Please consider the other boards and then join one of the facilitated tables to record your thoughts.

South Gloucestershire
LOCAL PLAN
2018-2036

How old are you?

Please place a sticker in one of the boxes below.

0 – 15

16 – 24

25 – 44

45 – 64

65 – 74

75+

www.southglos.gov.uk/newlocalplan

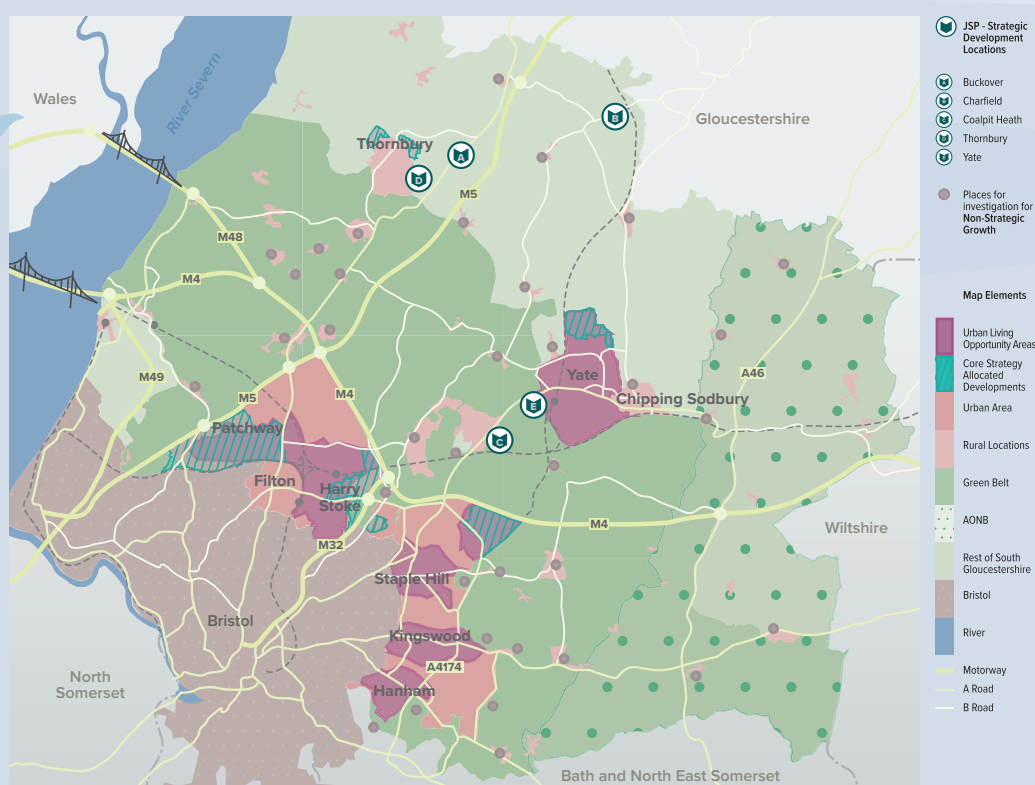

South Gloucestershire
Council

Planning for the Future of South Gloucestershire

South Gloucestershire
LOCAL PLAN
2018-2036

The Local Plan 2018-2036 consultation document seeks your views on:

- **A new approach to urban living** - identifying the opportunities for development and improvements within the existing urban areas.
- **Strategic Development Locations (SDLs)** - some greenfield development is needed to meet future needs. These locations are set out in the West of England Joint Spatial Plan (JSP) but our Local Plan will help to define and shape these developments.
- **Smaller scale development in our rural areas (non-strategic growth)** - to support rural communities, provide a range of site sizes across the district and because not all the growth needs can be met through the urban living category and the SDL's.
- **New and revised policies to guide and control development** – for example on design, extra-care housing and energy.



For illustrative purposes only – details on this map do not represent the size or specific position of any future growth or that planning consent will be granted.

www.southglos.gov.uk/newlocalplan


South Gloucestershire
Council

South Gloucestershire Local Plan (2018-2036)

South Gloucestershire
LOCAL PLAN
2018-2036

We want to create environments which people and communities can thrive in but there are a number of challenges that we face. These include:

- The need to respond to changes to our climate and natural environment;
- To provide a significant number of new homes; and
- To enable development and growth of businesses and to provide transport and other infrastructure.

All Local Authorities need to have an up to date Local Plan in place. For South Gloucestershire, with our increasing need for housing and employment opportunities, it is time to update ours.

The Local Plan will help identify where and how we should accommodate sustainable growth. It will decide where homes, businesses, transport, schools and other services and facilities will go.

The new Local Plan will replace the existing Core Strategy and Policies, Sites and Places Plan. The Consultation Document (February 2018) introduces how specific parts of the Local Plan could be addressed.

The West of England Joint Spatial Plan

Our Local Plan will sit under the West of England Joint Spatial Plan, known as the JSP, which has been developed by the four West of England Authorities (Bristol, Bath & North East Somerset, North Somerset and South Gloucestershire). The JSP includes plans for the delivery of 105,500 new homes across the four local authority areas up to 2036.

South Gloucestershire's contribution includes:

- Delivery of homes already planned for in the existing SGC Core Strategy - **22,300 homes**
- Urban living (new development in the urban areas) - **2,900 homes**
- Strategic Development Locations – **6,000 homes** (up to 2036) distributed as follows:
 - Coalpit Heath 1,800 homes
 - Yate 1,000 homes
 - Thornbury 500 homes
 - Charfield 1,200 homes
 - Buckover Garden Village 1,500 homes
- Non-strategic growth (smaller rural sites) - **1,300 homes**

South Gloucestershire total is **32,500** from the total JSP figure of 105,500 homes.

- South Gloucestershire contingency contribution **1,500** of JSP's 5,000 homes.

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New approach to Urban Living

South Gloucestershire
LOCAL PLAN
2018-2036

Making better use of the existing urban areas

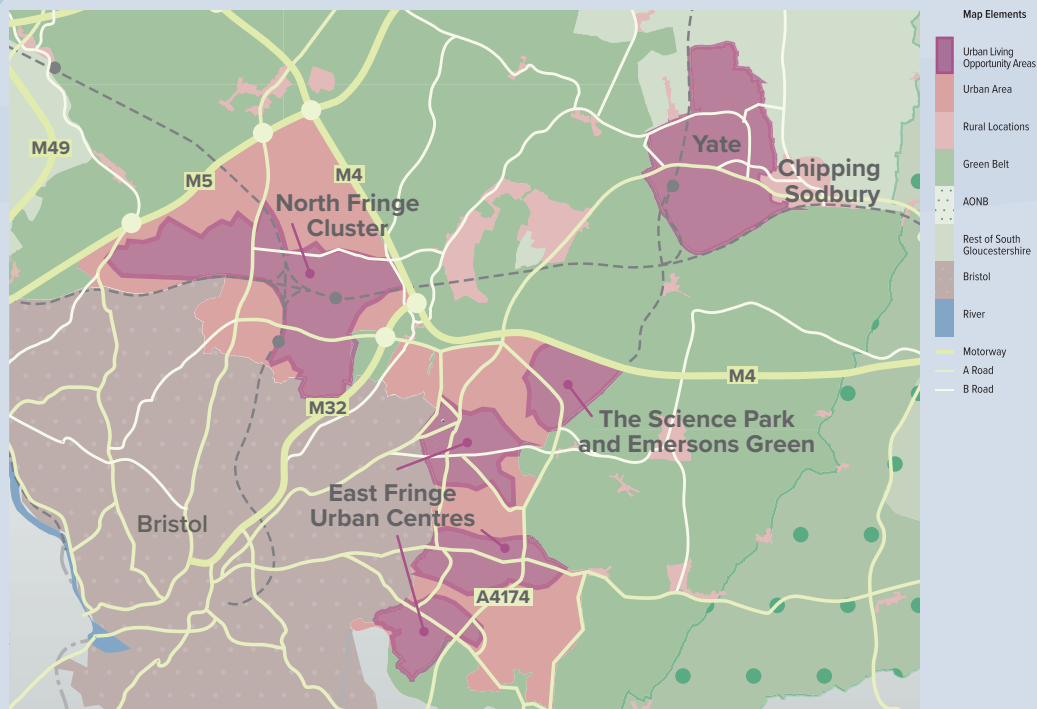
The Joint Spatial Plan (JSP) has identified that 2,900 homes as well as employment opportunities will be delivered within the existing urban areas of South Gloucestershire up to 2036.

The main urban areas of South Gloucestershire cover the north and east fringes of Bristol, stretching from Cribbs Causeway in the north-west through to Hanham in the south-east, and Yate.

We have broadly grouped these into the following areas:

- North Fringe Cluster (Cribbs Causeway, Patchway, Filton Airfield, Harry Stoke and Stoke Gifford)
- The Science Park and Emersons Green (Bristol & Bath Science Park and Emersons Green)
- East Fringe Urban Centres (Staple Hill, Kingswood and Hanham)
- Yate

This helps us to understand better how they currently perform as places and what sort of things may need to happen in each area to improve their status going forward.



For illustrative purposes only – details on this map do not represent the size or specific position of any future growth or that planning consent will be granted.

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South Gloucestershire
Council

Urban Living

Growth within the existing urban areas

South Gloucestershire
LOCAL PLAN
2018-2036

Our aim is to make the best use of sites within the existing urban areas in order to:

- Reduce the need to develop greenfield sites;
- Provide new homes for a wider range of people close to services and amenities;
- Support the town centres in offering a variety of facilities and services;
- Provide new premises for businesses to develop and diversify the local economy;
- Create good quality streets and public spaces that incorporate green space and planting and celebrate local heritage and identity; and
- Support public transport provision and enable people to access facilities and services by walking and cycling.

Delivering these aims raises a number of challenges, including:

- Achieving development at appropriate urban densities with good quality design and the right mix of homes and other uses;
- Ensuring that a range of premises are provided to meet modern-day business needs;
- Managing additional pressure on public transport, roads and car parking, as well as services such as schools and health facilities; and
- Increased demand on recreational land and green spaces.

Our focus is to create high quality urban environments for living and working, not simply delivering new development.



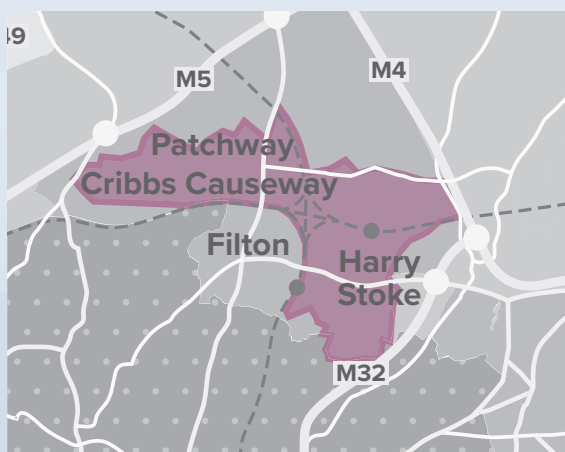
www.southglos.gov.uk/newlocalplan


South Gloucestershire
Council

North Fringe Cluster

(Cribbs Causeway, Patchway, Filton Airfield,
Harry Stoke and Stoke Gifford)

South Gloucestershire
LOCAL PLAN
2018-2036



For illustrative purposes only - details on this map do not represent the size or specific position of any future growth or that planning consent will be granted.

The North Fringe Cluster includes important assets and positive features, including:

- The established existing communities.
- Mainline rail stations, including Bristol Parkway, and the M32 and A4174 road infrastructure.
- Major institutions and employers, including the MoD, UWE, Rolls Royce, Aviva and Aztec West business park.
- Cribbs Causeway regional shopping and entertainment facility.

However, the area can be perceived to lack coherence and identity and can be dominated by traffic.

The opportunity for the future is to use available development sites and associated investment to:

- Enhance the Patchway neighbourhood as planned new developments around it come forward.
- Create new, high quality, mixed use urban environments for example the former Filton Airfield, which are attractive to a wide range of people as places of choice for living and working.
- Establish stronger neighbourhood and district centres to serve existing and new local communities, including creation of a central focus for Harry Stoke and Stoke Gifford.
- Improve integration across the area with enhanced provision for walking, cycling and travel by public transport.
- Build on the economic strengths of the area by providing a range of new premises for businesses, including start-up companies.
- Establish the potential for a new energy efficient heat and power network.

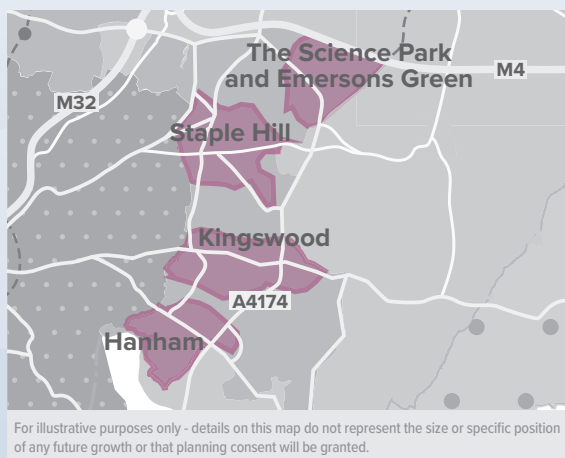
Key opportunities for change include additional development at the former Filton Airfield and the large areas of surface car parking that exist within the area.

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South Gloucestershire
Council

East Fringe

South Gloucestershire
LOCAL PLAN
2018-2036



Staple Hill, Kingswood and Hanham

The East Fringe communities are clustered around mature urban centres and as such are quite different to those of the Bristol North Fringe. Kingswood and Staple Hill are traditional town centres whilst Hanham has a distinct urban village character. In all three areas, post-War housing is generally suburban in character.

The key attributes of these urban centres are:

- The underlying urban character of the town centres and the urban village character of Hanham centre.
- Parks and green spaces.
- Civic activity.
- Connectivity provided by the A4174 Ring Road.
- A range of key heritage assets, particularly in Kingswood.

For the East Fringe Urban Centres the opportunity for the future is to:

- Enhance their status, vitality, quality and character as urban centres that provide a focal point for local communities.
- Provide a variety of new homes and improved social, culture and leisure facilities.
- Provide for a more dynamic economy through enhancement of their employment sites offer, including redevelopment for mixed residential/employment uses.
- Create improved walking and cycle connections.
- Better reveal and celebrate local heritage assets.
- Enhance public transport connections to the centre of Bristol.

The key opportunities include selective developments within the town centres over the long-term, mixed-use development of pockets of under-used 'industrial' land close to the town centres and redevelopment of the former 'Kleeneze' factory site in Hanham.

The Science Park and Emersons Green:

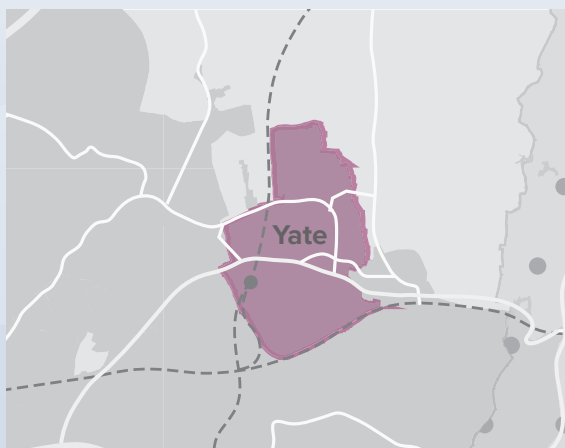
These areas have important assets that can be used to support the shaping of its future:

- The Science Park is a facility of major importance to the economy of the wider West of England area.
- Strategic road infrastructure provided by the A4174 ring road and M4 and providing important transport connections along the east fringe and to destinations to the east, west and beyond.
- An emerging new residential neighbourhood at Lyde Green.

The key opportunity for the future is to enhance the sense of place at the Science Park, not just as a significant centre of employment, but introducing complementary leisure, retail and hotel uses. In addition, consideration needs to be given to the relationship that this area will have with Emersons Green Town Centre and other local employment areas, particularly in Coalpit Heath and Yate and the North/East Fringes of Bristol.

Yate

South Gloucestershire
LOCAL PLAN
2018-2036



For illustrative purposes only - details on this map do not represent the size or specific position of any future growth or that planning consent will be granted.

Yate's attributes include:

- A town based quality of life offer that is especially attractive to families.
- A sense of 'greenness'.
- Proximity to both the rural area and the employment opportunities of the Bristol north fringe and the Science Park.
- A rail connection into central Bristol and northward to other destinations.
- Recent leisure/entertainment investment in the town centre.

Yate is at a key point in its development and has the potential to:

- Build on its lifestyle appeal as a free-standing town connected to employment opportunities in the wider Bristol urban area.
- Develop its own economy to provide an increased diversity of local job opportunities.
- Intensify development in the main shopping centre.
- Potential to benefit from improved public transport connections

Key opportunities include the potential for mixed use development at the western 'gateway' to Yate adjacent to the station, improvements to the station and its setting and strengthening the link between the station and the town centre through selective redevelopment over the long-term, to enhance the status and urban quality of this area.

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South Gloucestershire
Council

Smaller scale development in our rural areas (Non-strategic growth)

South Gloucestershire
LOCAL PLAN
2018-2036

‘Non-strategic growth’ means sites capable of providing at least 10 homes.

However, non-strategic growth, by definition, will not be of a scale that would lead to a strategic change of a rural place, for example changing small villages into very large villages or new towns. The council is seeking proportional growth of its existing villages, settlements and rural places, which provides the benefits of growth without significant harm, or loss of built and natural assets.

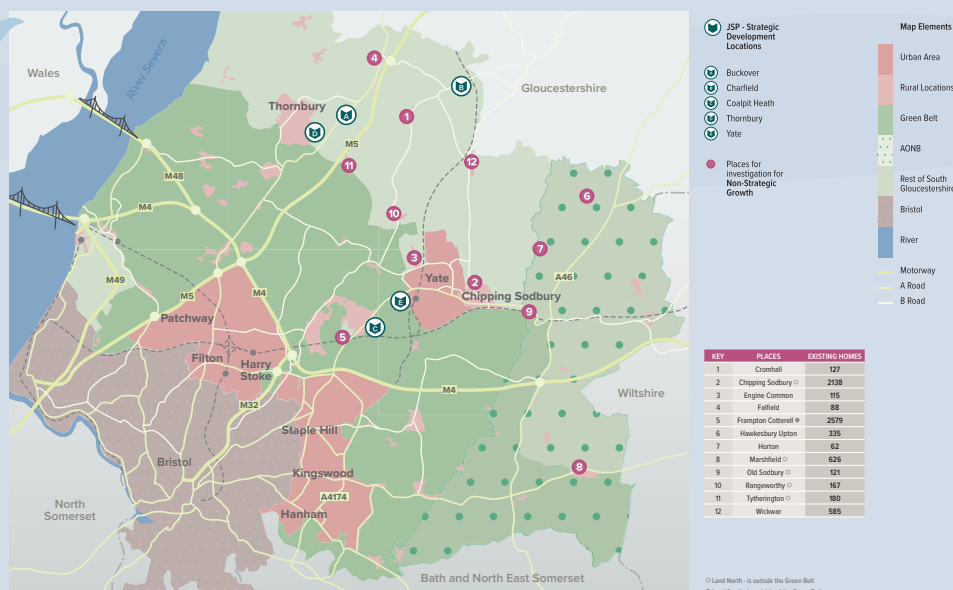
We need to assess all rural villages and settlements suitability for non-strategic growth. Places with key issues such as high flood risk or lacking sustainable access to key services and facilities, have been discounted.

At this stage, 35 rural places have been identified as suitable for investigation for non-strategic growth.

Which option should be used to investigate sites for non-strategic growth?

Option 1 Rural Places Outside the Green Belt

Under Option 1 the distribution of 1,300 new homes and the potential additional 500 new homes contingency, would be on sites within and surrounding rural places that are outside the Green Belt.



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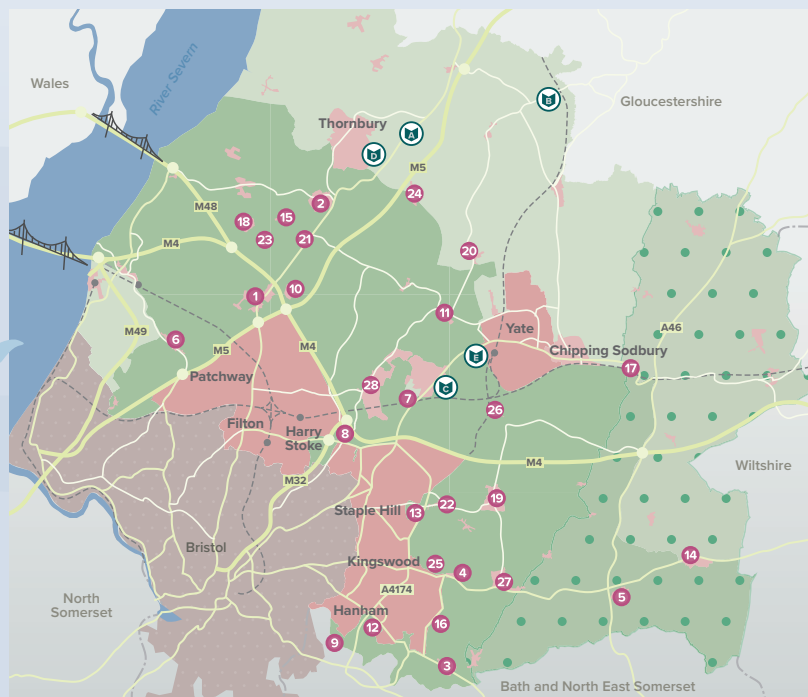
South Gloucestershire
Council

Smaller scale development in our rural areas (Non-strategic growth)

South Gloucestershire
LOCAL PLAN
2018-2036

Option 2 Rural Places Inside the Green Belt

Under Option 2 the distribution of 1,300 new homes and the potential additional 500 new homes contingency, would be on sites within and surrounding rural places inside the Green Belt.



- JSP - Strategic Development Locations
- Buckover
- Charfield
- Coalpit Heath
- Thornbury
- Yate
- Places for investigation for Non-Strategic Growth

Map Elements

- Urban Area
- Rural Locations
- Green Belt
- AONB
- Rest of South Gloucestershire
- Bristol
- River
- Motorway
- A Road
- B Road

KEY	PLACES	EXISTING HOMES	KEY	PLACES	EXISTING HOMES
1	Almondsbury	619	15	Old Down	80
2	Alveston	985	16	Oldland	*
3	Bitton	262	17	Old Sodbury	121
4	Bridge Yate	24	18	Olveston	395
5	Cold Ashton	35	19	Pucklechurch	937
6	Easter Compton	230	20	Rangeworthy	167
7	Frampton Cotterell	2579	21	Rudgeway	99
8	Hambrook	50	22	Shortwood	73
9	Hanham	*	23	Tockington	131
10	Hortham Village	293	24	Tytherington	180
11	Iron Acton	183	25	Warmley	*
12	Longwell Green	*	26	Westerleigh	182
13	Mangotsfield	*	27	Wick	623
14	Marshfield	626	28	Winterbourne	2543

* Outside Urban Area

www.southglos.gov.uk/newlocalplan

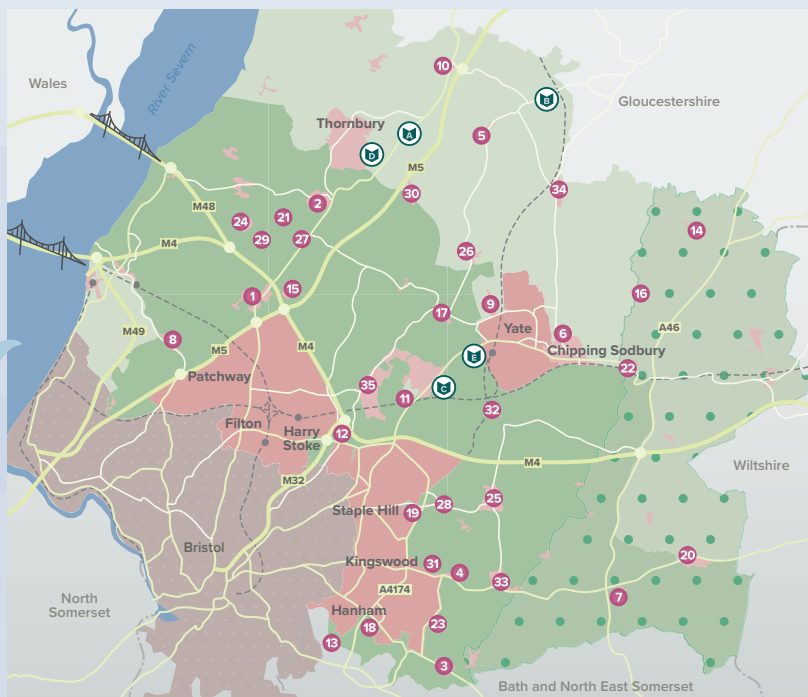
South Gloucestershire
Council

Smaller scale development in our rural areas (Non-strategic growth)

South Gloucestershire
LOCAL PLAN
2018-2036

Option 3 Rural Places Both Inside and Outside the Green Belt

Under Option 3 the distribution of 1,300 homes and the potential additional 500 new homes contingency, would be on sites within and surrounding rural places both within and outside of the Green Belt.



- JSP - Strategic Development Locations
- Buckover
- Charfield
- Coalpit Heath
- Thornbury
- Yate
- Places for investigation for Non-Strategic Growth

Map Elements

- Urban Area
- Rural Locations
- Green Belt
- AONB
- Rest of South Gloucestershire
- Bristol
- River
- Motorway
- A Road
- B Road

KEY	PLACES	EXISTING HOMES
1	Almondsbury	619
2	Alveston	985
3	Bitton	262
4	Bridgegate	24
5	Cromhall	127
6	Chipping Sodbury	2138
7	Cold Ashton	35
8	Easter Compton	230
9	Engine Common	115
10	Fatfield	88
11	Frampton Cotterell	2579
12	Hambrook	50
13	Hanham	*
14	Hawkesbury Upton	335
15	Hortham Village	293
16	Horton	62
17	Iron Acton	183
18	Longwell Green	*

KEY	PLACES	EXISTING HOMES
19	Mangotsfield	*
20	Marshfield	626
21	Old Down	80
22	Old Sodbury	121
23	Oldland	*
24	Olveston	395
25	Pucklechurch	937
26	Rangeworthy	167
27	Rudgeway	99
28	Shortwood	73
29	Tockington	131
30	Tytherington	180
31	Warmley	*
32	Westerleigh	182
33	Wick	623
34	Wickwar	585
35	Winterbourne	2543

* Outside Urban Area

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South Gloucestershire
Council

Urban Localities of South Gloucestershire Now

South Gloucestershire
LOCAL PLAN
2018-2036



Kingswood: The High Street contains some substantial frontages that bring character but many buildings that do not or are poorly utilised.



Staple Hill: The High Street and Broad Street contain some large sites occupied by low rise buildings that could be redeveloped to inject new activity here.



Hanham is well served by its shops in the High Street. Close by the High Street the large former Kleeneze Sealtech site off Anstey's Road has the capacity to diversify this neighbourhood's housing offer and provide new types of employment.



Emersons Green: Over time the Bristol and Bath Science Park should become a major employment generator for the communities located close to the ring road. Its presence will also influence future employment across South Gloucestershire and all of the urban localities should plan to benefit from this over the plan period.



Patchway has two local centres and a wide range of community and shopping facilities. Its southern centre at Rodway Road has further capacity to grow in scale and variety reflecting increasing development close by.



Yate has a compact shopping and leisure area. As it grows in population it will need new town centre activities and facilities which Station Road and the existing shopping centre are well located to provide, both commercial and residential opportunities.



North Fringe: With many employers and housing already present and planned for across this area it has the capacity to grow in urban scale over the next few decades. The area has significant transport corridors running through it with new public transport systems becoming operational. The designated New Neighbourhoods of Cribbs/Patchway and East of Harry Stoke have the potential to increase the number of planned homes.



Images: Nash Partnership and ©GoogleEarth

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South Gloucestershire
Council

Modern Urban Living

South Gloucestershire
LOCAL PLAN
2018-2036

Lessons from other Urban Centres

As urban areas develop the buildings where their economic and social activity are most active grow in scale. Their streets grow in density of use and need more facilities and the enhancing of the public realm. The following visuals illustrate how this has been apparent in a few other urban centres in this region.



The approach to **Cheltenham's** Promenade, from the High Street end. Here trees and seating identify the start of the Promenade and add character to the street.



Chippenham's Main Street has a great variety of buildings from two to four storeys in height both old and new.



Clifton is only a local district centre, but it offers a high quality of urban lifestyle for its residents and access to both local and city centre employment. Its buildings rise in places to four or more storeys capitalising on its long-distance views.



Westgate is **Bath's** prime street for mostly independently owned shops meeting everyday needs. Its buildings are generally to four storeys with capacity for residential and office uses above. Trees in nearby Kingsmead Square, add to its character.



Gloucester is a city with many shopping streets. It developed around a dense pattern of economic life so most of its buildings both new or old are of three or four storeys.



Keynsham has undergone regeneration in recent years with new buildings at the heart of the High Street.



Coin Street, Waterloo

Modern Urban Living

The visuals on this panel illustrate urban living which offers new kinds of housing in a wide range of sizes together with high quality public realm.

In the last two decades city centres and edge of centre areas have been redeveloped to offer new lifestyles in which living and working in relatively close proximity have come back in favour. These lifestyles have given residents access to the amenities including easy access to public transport nodes.

It is evident now these urban lifestyles are influencing how large-scale developments such as Filton Airfield are being designed. Households are seeing advantages in living where their journeys to work can be easier and their neighbourhood can provide for their needs day by day in schools, nurseries and public open space.

This trend has influenced recent developments in and close to Bristol's city centre in recent years. They are now being built on sites like Filton Airfield, because the quality of employment on offer here is high, the potential transport connections and established housing already exists.

There is a good case for this trend to be followed on the allocated East of Harry Stoke New Neighbourhood, which is across the A4174 from the University of the West of England and its nearby business parks.

The growing employment centre of the Bristol and Bath Science Park and other employment centres linked by the A4174 offer similar opportunities to support such lifestyles in coming years in urban South Gloucestershire's old district centres.

Images: Nash Partnership and ©GoogleEarth



Silchester, Kensington



Ely Court, Brent



Wapping Wharf, Bristol



High Street, Keynsham



Millennium Promenade, Bristol

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Appendix 4: South Gloucestershire Urban Localities: Review of Potential Socio-Economic Characteristics

South Gloucestershire Urban Localities: Review of Potential

Socio-Economic Characteristics



March 2018

■ ARCHITECTURE ■ PLANNING ■ URBAN DESIGN ■ CONSERVATION ■ ECONOMIC REGENERATION ■

Contents

1. Introduction
2. Socio-Economic Characteristics

1. Introduction

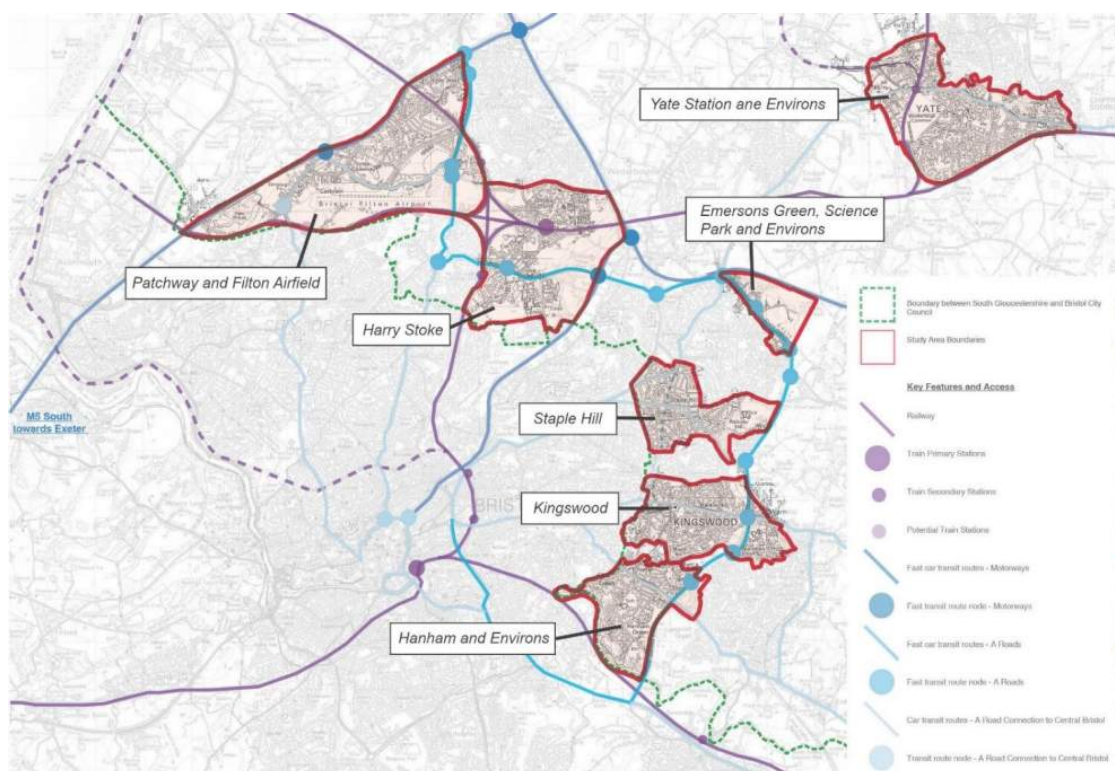
1.1 This document is related to the South Gloucestershire Urban Localities: Review of Potential – Description, Context and Principles (Nash Partnership, November 2017). The Review considers seven localities that were identified on the basis of a number considerations, including:

- Existing Centres
- Transport Infrastructure
- Areas of poor or inefficient use of land with potential for improvement

1.2 The identified localities are:

- Patchway and Filton Airfield
- Harry Stoke (including Stoke Gifford and Bristol Parkway)
- Emersons Green, Science Park and Environs
- Staple Hill
- Kingswood
- Hanham and Environs
- Yate Station and Environs

1.3 Summary information on the socio-economic characteristics of these urban localities is set out below. The data is from the Census Output Areas that most closely correlate with the Urban Locality boundaries. For some of the localities, abbreviated names are in use in the graphs below.



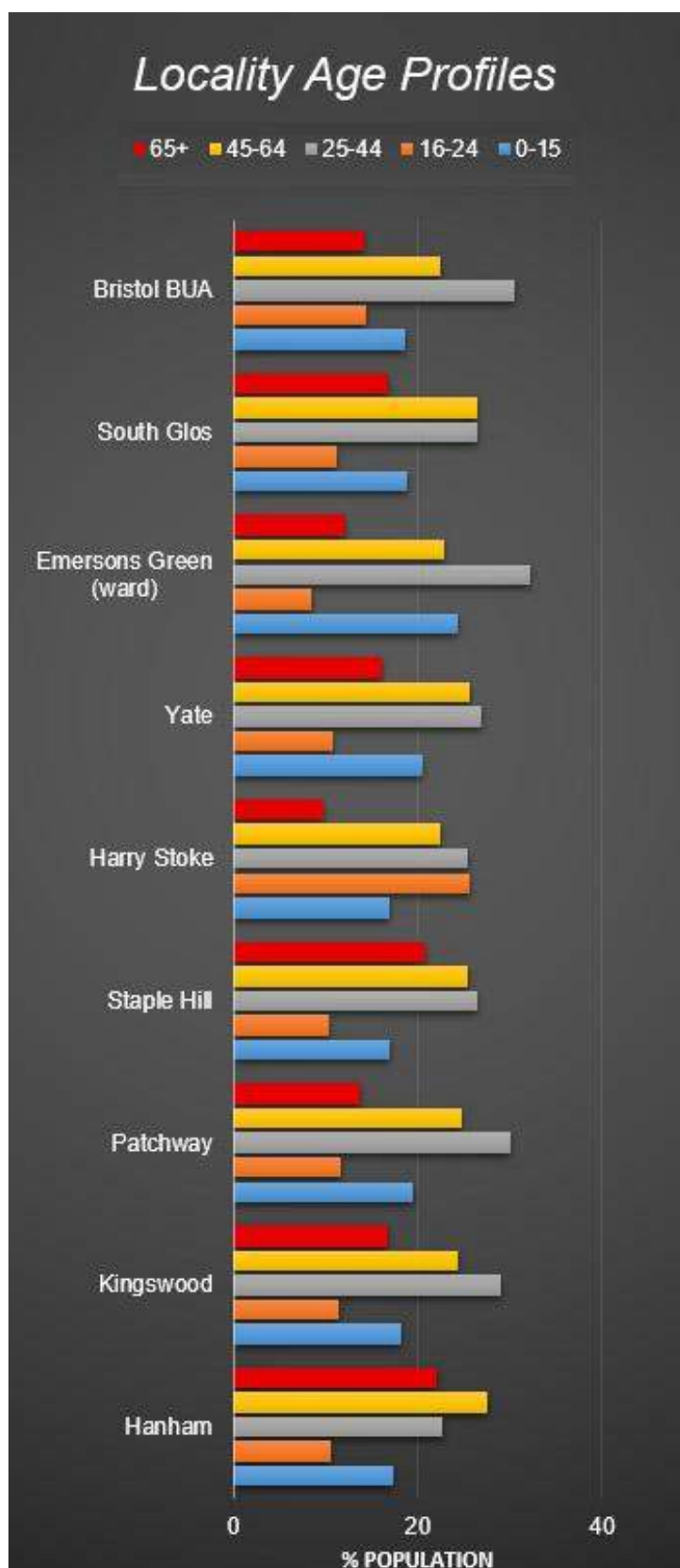
The boundaries of the seven Urban Localities

2. Socio-Economic Characteristics

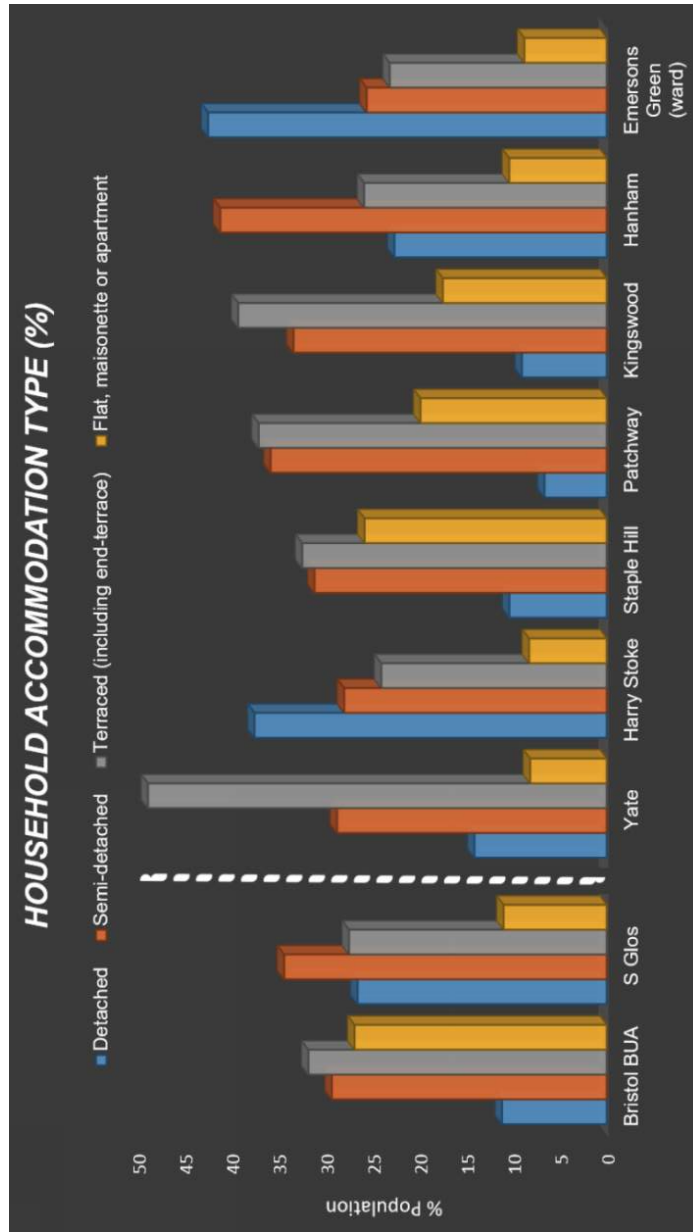
- 2.1 Summary information on the socio-economic characteristics of the localities are set out below. The information is sourced from the 2011 Census. It is shown alongside information for South Gloucestershire as a whole and the Bristol Urban Area (BUA) to enable comparison. The BUA includes the wider built up area of Bristol including the east and north fringe in South Gloucestershire, plus Avonmouth, Almondsbury, Winterbourne and Coalpit Heath (see map below).
- 2.2 For Emerson's Green ward data (rather than data specific to the locality boundary) has been reported. This is because at the time of the 2011 Census little housing had been built and occupied within the locality boundary. As such it data for Emersons Green should be read as an approximation in line with the others.



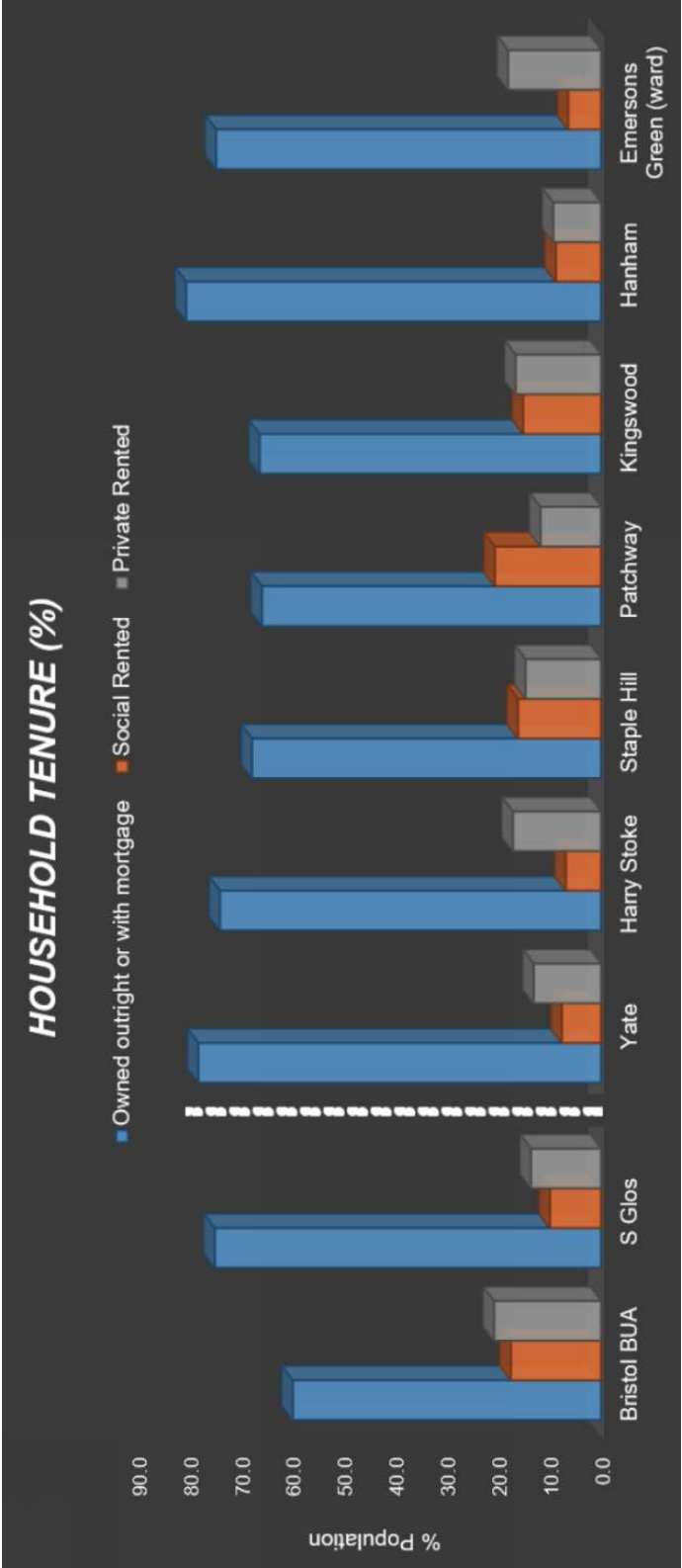
Bristol Built-Up Area (source: Nomisweb)



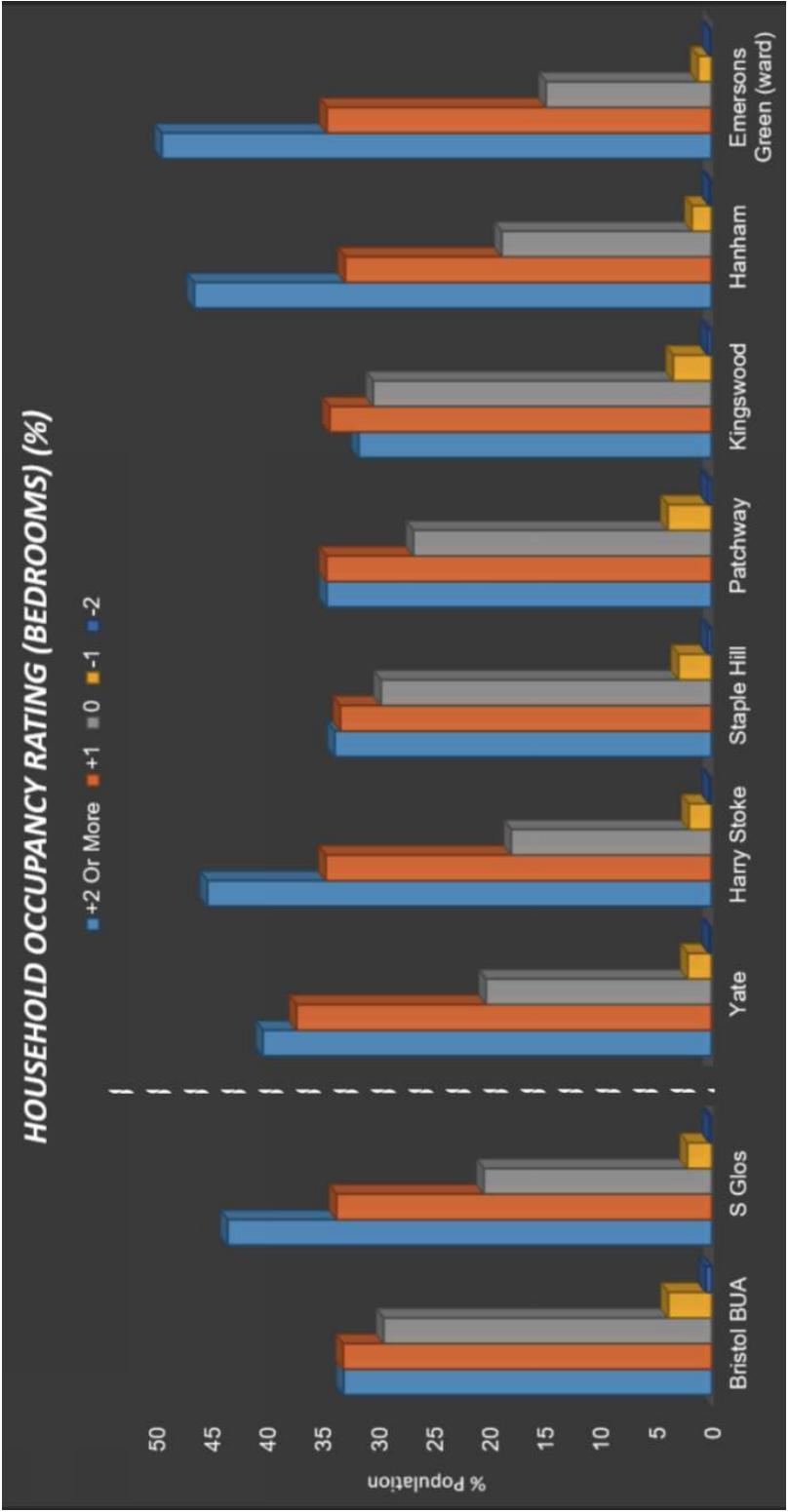
- Emersons Green, Patchway and Kingswood have a notably high proportion of 25-44yr olds, similar to the BUA average.
- Emersons Green also has a high proportion of 0-15 year olds, suggesting a location for young families. Yate too has a high proportion of 0-15 year olds but the adult population is more evenly split between 25-44 and 45-64 year olds.
- The proportion of people aged 16-24 is the highest in Harry Stoke, reflecting the presence of the University of the West of England.
- Hanham and Staple Hill have the highest proportion of people aged over 65. Hanham also has a high proportion in the 45-64 age category.



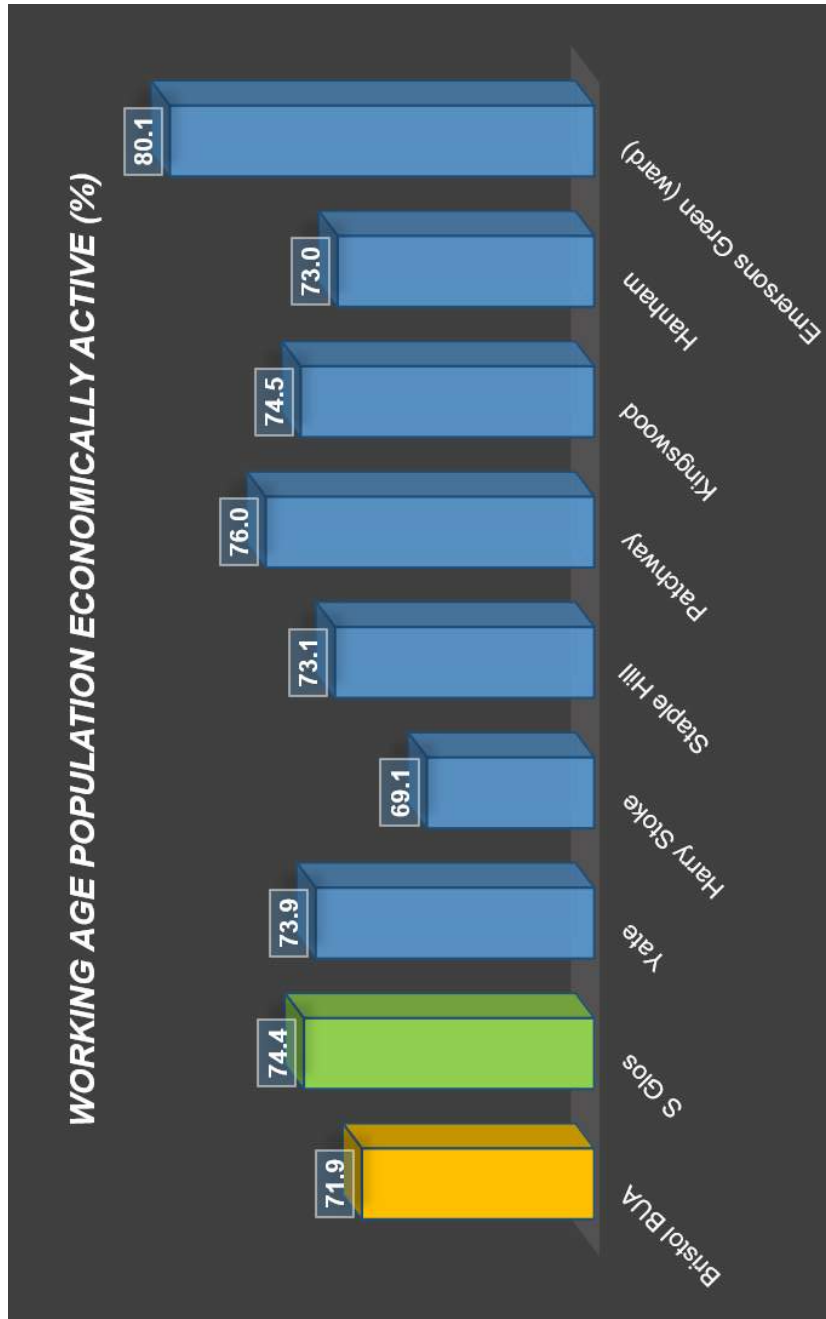
- Generally the localities have a high proportion of detached and semi-detached homes and fewer flats.
- Emersons Green and Harry Stoke have a particularly high proportion of detached houses.
- Hanham is notable for its high proportion of semi-detached houses.
- Yate, Kingswood and Patchway all have a high proportion of terraced housing.
- Staple Hill is closest to the BUA average in terms of the proportion of flats/maisonettes/apartments.



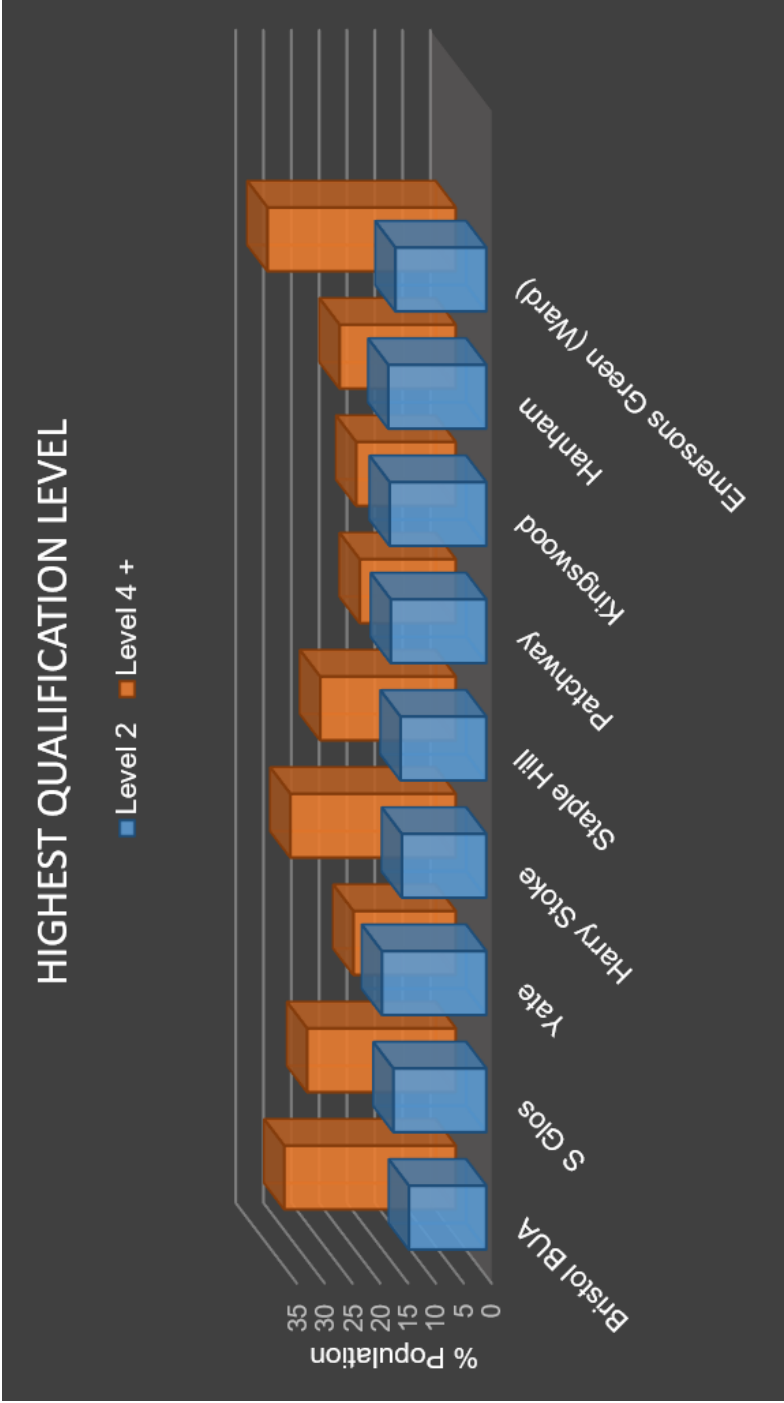
- Home ownership in South Gloucestershire as a whole and across the localities is higher than the BUA average.
- The proportion of social rented accommodation is below the BUA average except in Patchway, where it is higher. Staple Hill and Kingswood have a proportion of social rented housing that is only just below the BUA average.
- The proportion of private rented is relatively high in Harry Stoke, Emersons Green and Kingswood.



- In this data, households with 1 or 2 more bedrooms than is required for the number of people living there have a rating of +1 and +2 respectively (i.e. are under-occupied). Households have a rating of -1 or -2 if they have 1 or 2 bedrooms too few for the number of people living there (i.e. are overcrowded). A '0' rating is given to households which the precise number of bedrooms required.
- The housing stock in South Gloucestershire and across the urban localities is generally “under-occupied” in the sense that over 60% of households have one or more spare bedrooms.
- Under-occupancy with 2 or more spare bedrooms is particularly prevalent in Emersons Green, Harry Stoke and Hanham.

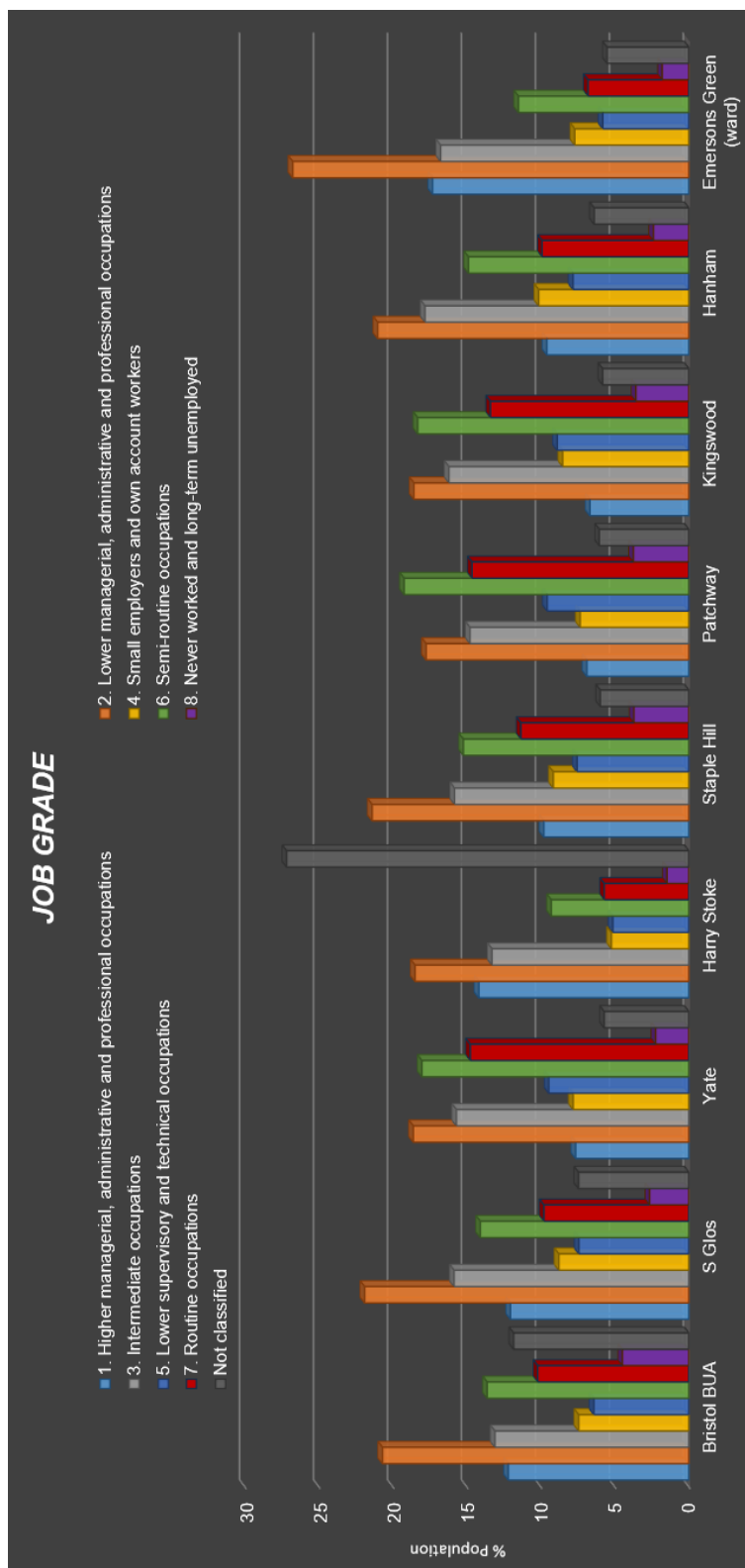


- All but one locality (Harry Stoke) has a higher economic activity rate amongst its working age-population (those aged 16-74) than the average for the Bristol Built-Up Area. The lower figure in Harry Stoke can be due to the presence of UWE students.
- Three of the localities (Emersons Green, Patchway and Kingswood) are above the average economic activity rate for South Gloucestershire.
- A notably high proportion of the Emerson Green working age population is economically active (80.1%).

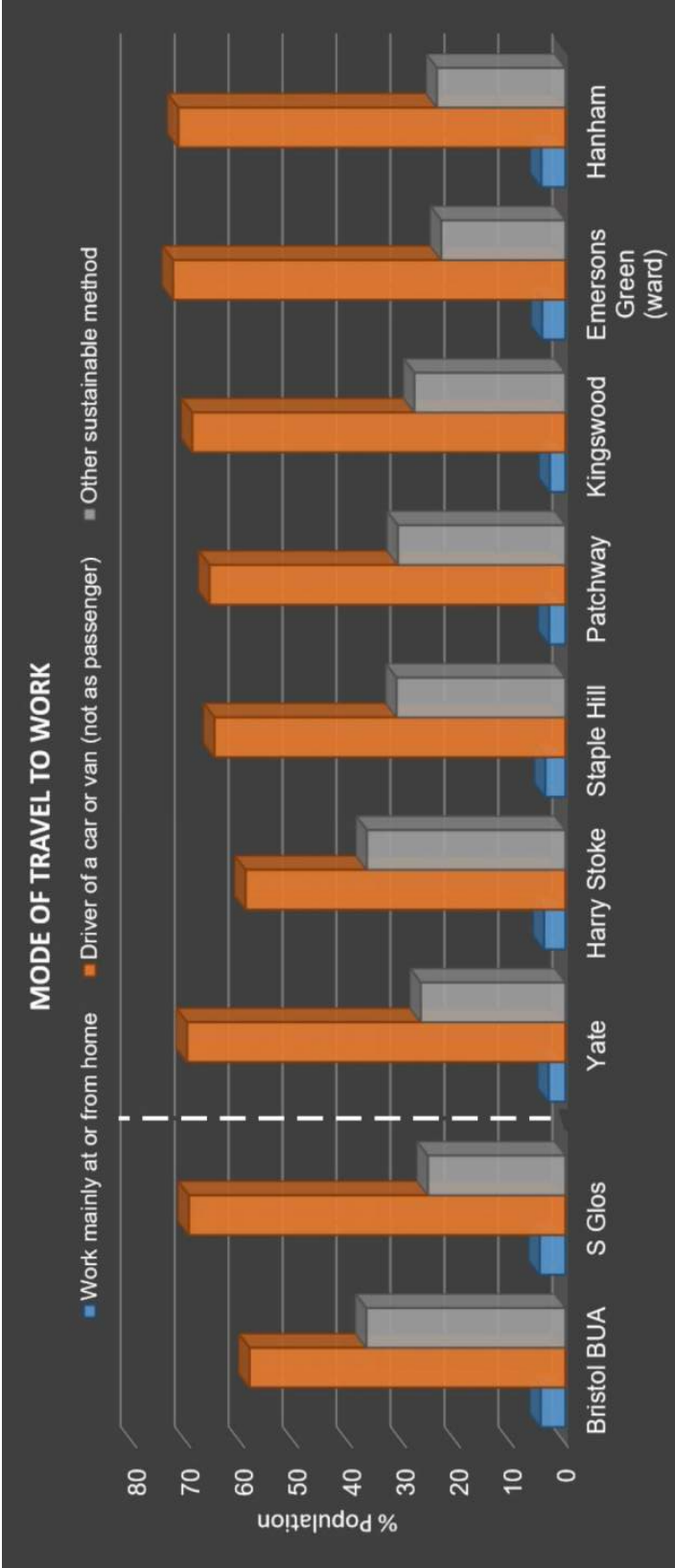


- Compared to the Bristol Built-Up Area a lower proportion of households in South Gloucestershire and the Localities are qualified to level 4+¹ (i.e. degree or equivalent/similar)
- All of the localities have a higher proportion of people qualified to level 2 (i.e. 5+ A*-C GCSEs or equivalent/similar) than the BUA average
- Emersons Green has a very high proportion of people qualified to level 4 or above
- Patchway, Kingswood and Yate have similar proportions of people qualified to level 2 as to level 4 or above

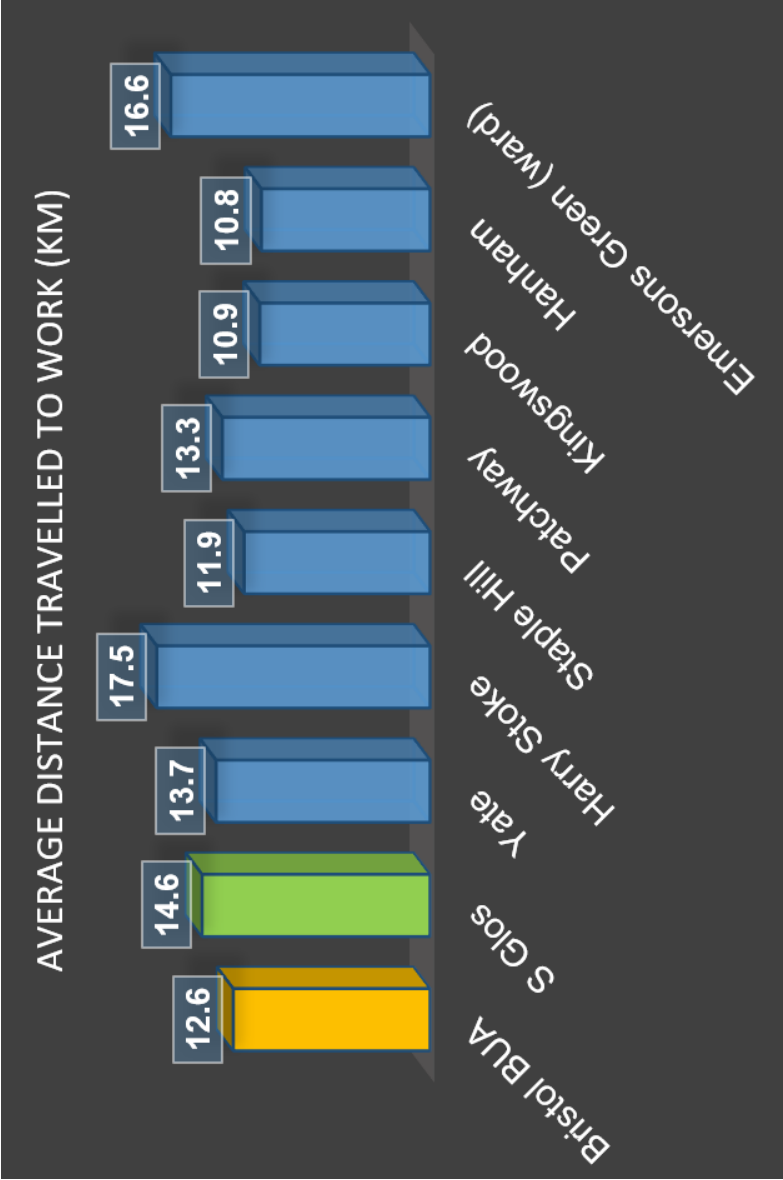
¹ For details on how qualification levels are defined see: <https://www.nomisweb.co.uk/articles/937.aspx>



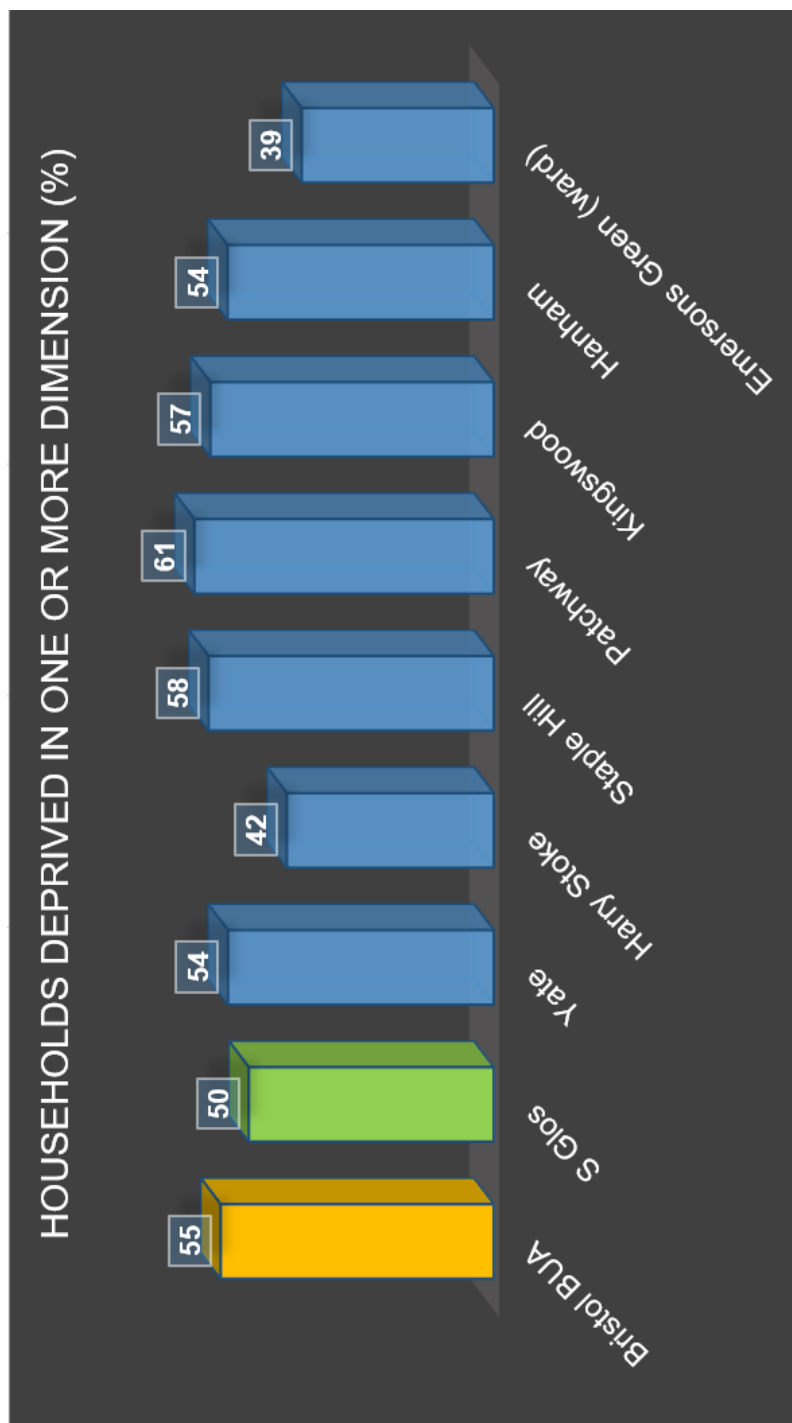
- Emersons Green, Staple Hill and Hanham have a significant proportion of people in 'Lower Management, Administration and professional occupations.
- The proportion of people in 'Intermediate occupations' is higher than the BUA average across all localities except Harry Stoke
- The proportion of people in 'Routine Occupations' is notably higher in Yate, Patchway and Kingswood and to a lesser degree in Staple Hill
- A relatively high proportion of people in Emersons Green and Harry Stoke work in 'Higher Management, administration and professional occupations
- Compared to the BUA average, the proportion of lower managerial, administrative and professional occupations is also high in Emersons Green. In Staple Hill and Hanham it is similar to the BUA average, and in other localities it is lower.
- Harry Stoke has a high number of people 'not classified' because of the higher numbers of students.



- Travel to work by car is the dominant mode and is a higher proportion of journeys across all the localities compared to the BUA, except for Harry Stoke.
- In Harry Stoke, the proportion of people travelling to work by means other than car is similar to the BUA average, but for the other localities is lower.
- Other more 'sustainable methods' measured in the census are train, bus/coach, taxi, motorcycle/scooter/moped, passenger in a car/van, bicycle and by foot. Travel by these methods is lower than in the Bristol Built-Up Area in all localities except Harry Stoke where it is the same (37%). Travel by these methods in Emersons Green and Hanham is lower than the South Gloucestershire average; in all others it is higher.

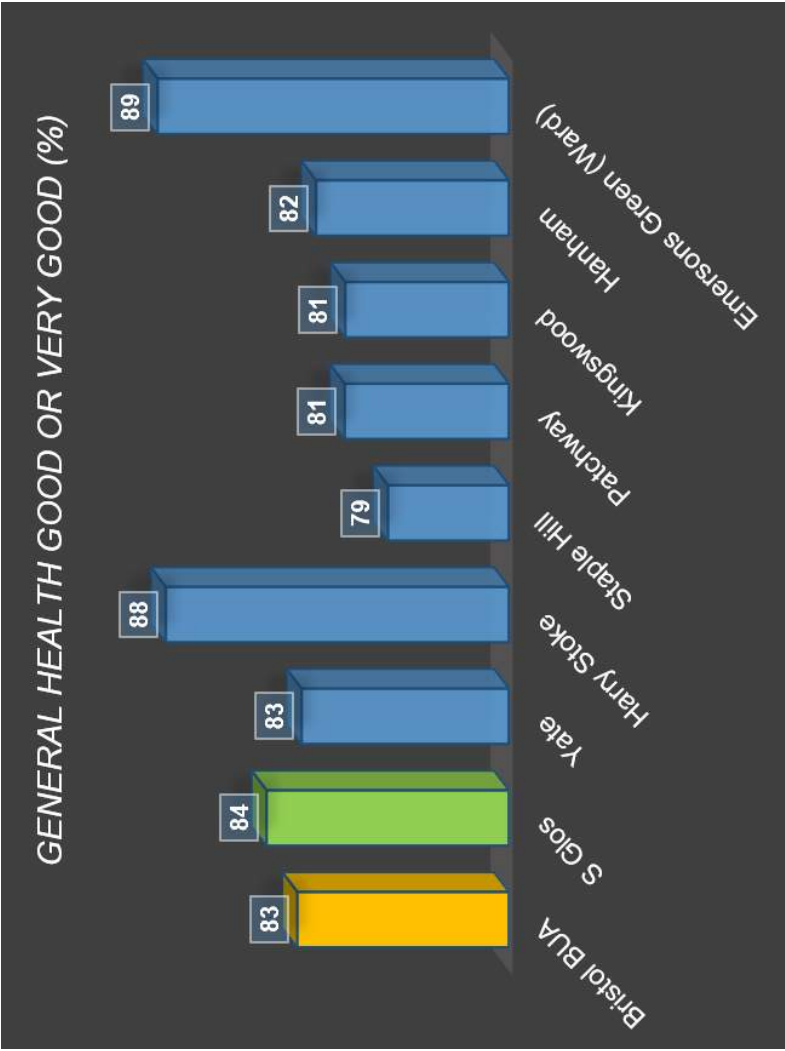


- Average distance travelled to work in the localities is 13.5 miles, marginally higher than the Bristol BUA average
- Residents in Harry Stoke and Emersons Green travel the furthest distances to work, on average



- In the census deprivation is measured across four 'dimensions' – 'employment', 'education', 'health and disability' and 'housing'². Deprivation is defined by different criteria for each dimension. Households can be deprived in none or 1-4 of these dimensions.
- Emersons Green and Harry Stoke are notably less deprived than the BUA average and the other localities.
- Patchway, Staple Hill and Kingswood have notably higher indicators of deprivation than the BUA average.

² For full details on how deprivation is defined and measured see: <https://www.nomisweb.co.uk/census/2011/qs119ew.pdf>



- South Gloucestershire as a whole is typically more likely to report good or very good health poor than the Bristol Built up area. However this appears to be due to better health in the rural parts of the district.
- All of the localities apart from Harry Stoke and Emersons Green have below-average proportion of people reporting good or very good health



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Authorised by	MC		

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Appendix 5: Record of Attendance and Comments from the Stakeholder Workshops

North Fringe Cluster Stakeholder Workshop

The North Fringe Cluster Stakeholder Workshop was held from 1.30pm-4pm on Friday 9th March, at Filton Leisure Centre.

A list of the workshop attendees is provided below.

First Name	Surname	Organisation
Alex	Akerman	Almondsbury Parish Council
Julia	Anwar	Olympus Academy Trust
Naomi	Bibi	Filton Town Council
Keith	Briffett	Filton Town Council
John	Calver	Almondsbury PC
Mubashar	Chaudhry	Filton Town Council
Darryl	Collins	Filton Town Council
Peter	Crouch	Merlin Housing Society
Mark	Crutchley	Circadian Trust
Patrick	Devine	MRH
Philip	Hall	Almondsbury Parish Council
Anne	Kenyon	Filton Town Council
Lewis	Knight	JLL
Sebastian	Loyn	YTL Developments UK
Diane	Mason	School
Adam	Monk	South Glos
Lesley	Reuben	Filton Town Council
Ian	Scott	South Gloucestershire Council
Geoffrey	Wallis	Local Resident
Andy	Ward	BSTC
Anne	Wright	SGC

Genevieve	Collins	Alder King
R	Loveridge	Patchway Town Council
Edward	Nash	Nash Partnership
Mel	Clinton	Nash Partnership
Laura	Mitchell	Nash Partnership
Patrick	Conroy	South Gloucestershire Council
Andrew	Lane	South Gloucestershire Council
Carl	McClure	South Gloucestershire Council
Chris	Butcher	South Gloucestershire Council
Danny	Dixon	South Gloucestershire Council
Myles	Kidd	South Gloucestershire Council
Clare	Smith	South Gloucestershire Council
Griff	Bunce	South Gloucestershire Council
Patrick	Jackson	South Gloucestershire Council

North Fringe Cluster Stakeholder Workshop: Cribbs Causeway, Patchway and Filton Airfield Group 1

Question 1 – What are the current strengths, weaknesses and threats? The key assets?

Strengths

Economy/employment:

- Employer at Cribbs – is local to airfield.
- Access to employment; previously developed land; regional transport opportunities; seen as dynamic area.
- Aerospace.
- Filton Airfield internationally significant for the future aerospace jobs.
- Business support in area.
- Cribbs Causeway expansion good for jobs.
- Lots of variation of jobs – aerospace, MOD, UWE.
- Airfield and employment opportunities.

Development opportunities:

- Airfield is an opportunity to develop a community.
- Potential of Brabazon hangers.

Heritage:

- Potential of Brabazon hangers.

Other comments:

- Good sense of community.

Weaknesses

Growth impact:

- Pressure on infrastructure e.g. roads and congestion, not enough planned.

Question 2 – If the localities are to have a stronger sense of place and become more sustainable, liveable, characterful and economically, socially and culturally vibrant and diverse: What are the key development opportunities? What types of homes and business premises are needed? What other uses, facilities and amenities are required?

Affordable housing:

- Affordable homes on available land.
- Adequate and affordable housing needed.
- Truly affordable homes.
- Council housing

Community infrastructure:

- Local council office; health centre with dentist; library.
- Local shops e.g. newsagent; mini market.
- Schools.
- Mixed use community spaces/hubs – provide flexibility for communities to evolve themselves and their different needs: parents of young children, older population and people of working age/families.
- More schools, doctors, cemeteries, new services as well as investment in existing.

Development opportunities:

- Airfield – industry, major company could invest; housing, diverse and quality.
- The Mall and nearby retail car parks.

Economy/employment:

- Small businesses.
- Affordable homes on available land.
- Small business.
- Retail premises.

Transport and communications:

- Opportunity – links to The Venue/Brabazon – for links to Central Bristol (rail/metrobus).
- Development; rail network.
- Filton Henbury train stations passenger lines.
- Electric cars to reduce pollution.
- Public transport links between neighbourhoods and communities.

Urban living:

- Less dense in existing residential areas if sites redeveloped.

- Potential to build above car parks (maintain the parking).
- Scope to increase density at airfield.
- Need to consider car parking.

Question 3 – What development typologies, scale and density are needed? What supporting infrastructure and investment is required?

Culture and leisure:

- Build the arena on Brabazon site – must include good public transport.

Digital and sustainability:

- ‘Future proof’ tech advancements – fast broadband for increased population and energy.
- Invest in communications to encourage live/work etc.

Urban living:

- High rise and medium rise.
- High density can be good – supports infrastructure.

Other comments:

- Infrastructure rail: Temple Meads in right place?

Question 4 – How can we make it happen?

Planning:

- Neighbourhood plans – funding to put into place/support; how do they fit into the local plan; infrastructure and facilities to support the need for housing in villages (sustainability).
- Clear site-specific policies that set out what should be delivered.

Vision:

- National vision where should public services i.e. MOD be based – would it not be better located in a less successful area.
- Filton Airfield ‘showcase’ best practice examples. Airbus. Airfield long term vision.
- Dovetailing with Town Council visioning.
- Developing an identity – visioning – not just north fringe.

Other comments:

- What has recent (past 20 years) development achieved we still have a demand for housing.

North Fringe Cluster Stakeholder Workshop: Cribbs Causeway, Patchway and Filton Airfield Group 2

Note: Most comments were recorded on flipcharts. Comments marked with an asterisk below were made on the maps provided at the event. Photographs of the maps are also included below.

Question 1 – What are the current strengths, weaknesses and threats? The key assets?

Strengths

Community infrastructure:

- Major hospital nearby.
- Libraries in Filton and Patchway localities; community space/community hub; community library collection model exists (early days) which can support in new communities with volunteer input from those communities.

Development opportunities:

- Barbazon hanger.

Economy/employment:

- Major hospital nearby.

Environment and amenity:

- Access to Green Belt.

Heritage:

- Barbazon hanger.

Transport and communications:

- Rail line – as long as new platforms are included
- M4/M5 interchange; north, southwest, west and east; national rail links.
- Train stations – potential to increase frequency.
- Good network of roads.

Weaknesses

Transport and communications:

- Transport infrastructure.
- Transport – congestion at motorway junctions.
- M4/M5/Aztec interchange, rush hour traffic builds.
- Lack of transport to industrial area on Severnside employment area.
- Lack of public transport infrastructure/capacity.
- Too many cars.
- Poor cycling facilities – needs investment.

Threats

- Competition.

Question 2 – If the localities are to have a stronger sense of place and become more sustainable, liveable, characterful and economically, socially and culturally vibrant and diverse: What are the key development opportunities? What types of homes and business premises are needed? What other uses, facilities and amenities are required?

Environment and amenity:

- Open spaces (that people feel safe using/walking through).
- Green Belt for food production with council support.
- Boundary with Almondsbury.
- Play space.
- Open spaces. Children's play areas. Access to entertainment e.g. local theatre, 'village hall' community space.
- Recreational use in part of Aztec West?*

Community infrastructure:

- Community facilities all-in-one café/dentist/library/doctors integrated.
- Delivering a genuine local centre to ease pressure on city centre.
- Potential to expand existing schools.
- Patchway fire station?
- Investment in public spaces.

Culture and leisure:

- Arena.
- More cultural facilities needed? Museums/cultural events/social events.

Economy/employment:

- Start-ups i.e. Paintworks. Business rates/enterprise zone/business theme and spin off industries.
- Connectability – Middle Compton Business.
- Automated jobs.
- Promoting business that train staff.
- UWE and Filton College.
- Green Belt for food production with council support.
- Good proportion of small businesses.
- International businesses needed.
- Opportunity for small, locally founded businesses.
- Connections between education and local employers.
- Long leaseholds for small premises and businesses.
- Aztec West – employment?

Transport and communications:

- Railway station at Filton Airfield?*

Digital and sustainability:

- More homeworking to reduce congestion.
- Development opportunities – future proof communities to technological changes (is infrastructure significant for future changes).
- Sustainable mass early on.
- Sustainable design for both residential and commercial developments.
- Adopted trees – trees and climate change.
- Energy efficient. Solar panels to large business buildings – built it in not retrofit. Solar panels over car parks.
- Recycling facilities. Benefit in buy back plastic bottles.
- Diversity/flexible work live-work units – start-ups.
- Pollution; town centres; electric charging points; futuristic – what will it be like in 15 years

Culture and leisure:

- Surf centre.

Design and standards:

- Homes to facilitate parking.

Delivery:

- LA to develop its own land
- Buy back HA housing so council can invest in those estates.

Development opportunities:

- Develop SGS college site?
- Railway quadrants and area to north east – regeneration opportunities for some additional housing.
- Resi development on Eastern end of Cribbs Causeway Car park?*

Urban Living:

- High rise; homes for young; overdevelopment importance of private space
- Victorian vs high rise, homezones and safety
- Trade between high density and POS/management of high rise buildings/mix of people.
- Fire station site – not over dense*
- Develop railway quadrant?*
- Estate regeneration around Filton Avenue?*

Heritage:

- Enhancing heritage assets on airfield.
- Maintain history of the area – include in vision.

HMOs and students:

- Housing for students.

Question 3 – What development typologies, scale and density are needed? What supporting infrastructure and investment is required?

Environment and amenity:

- Invest in existing open spaces like Elm Park in Filton.

Community infrastructure:

- Invest in Filton leisure centre.

Economy/employment:

- International investment at Filton Airfield (like next week Cannes event in France).

Transport and communications:

- High density around roads and transport hubs.
- Good link to Bristol Airport.

- Permeability, pedestrian links to Arena train station, city's connection east & west – south & east of city are difficult to access.

Housing mix and tenure:

- Garden villages; war time housing council designed estates; low-density.
- Diversity/tenure to aid homeless support services/charity.

Delivery:

- Need finance for land assembly.

Urban living:

- Mix of 2, 3, 5 storey buildings with wider avenues with green space in the middle.

Other comments:

- Cities flood barrier.

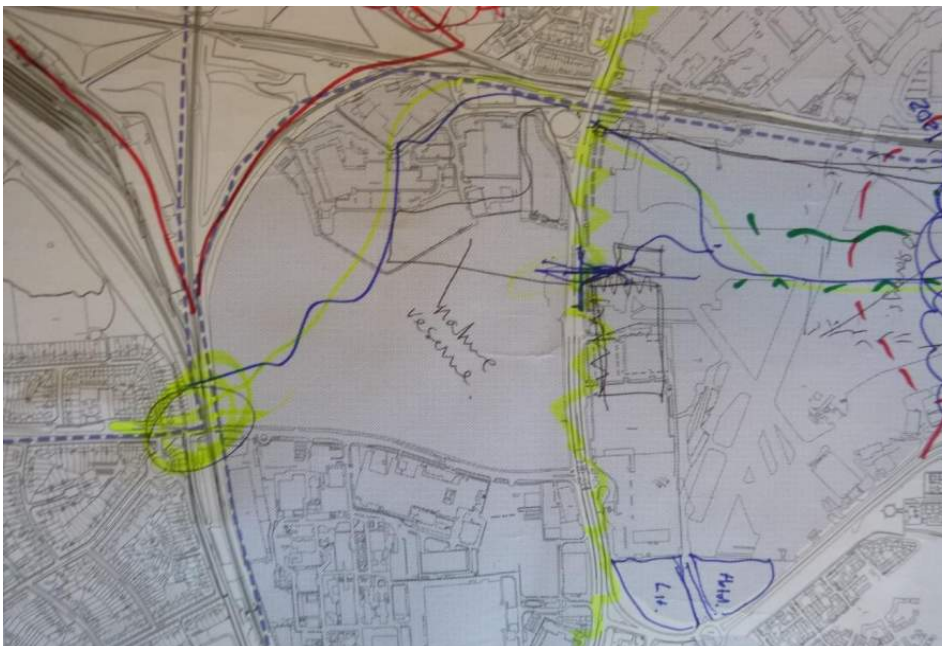
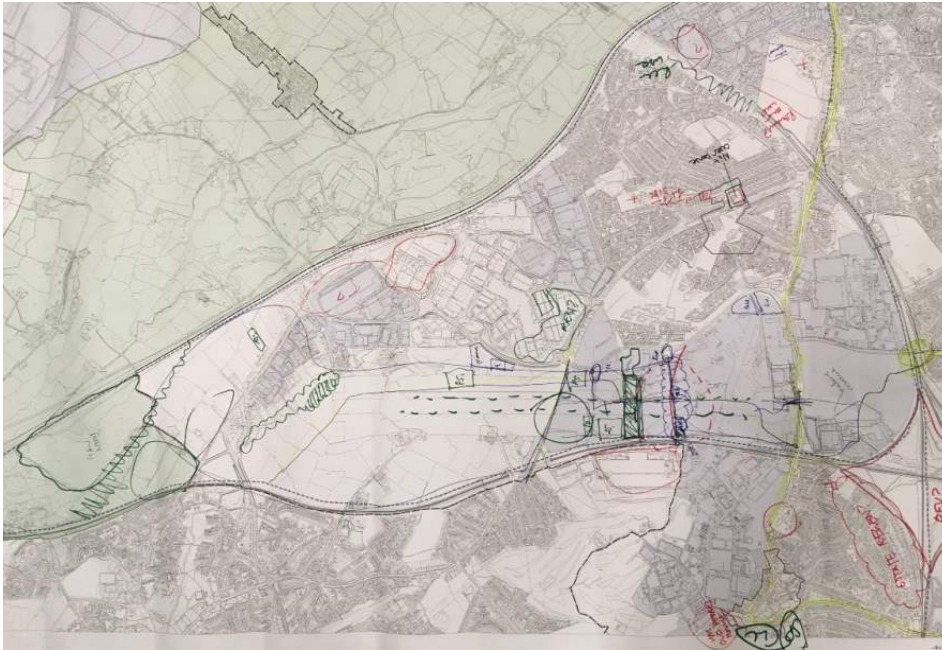
Question 4 – How can we make it happen?

Developers:

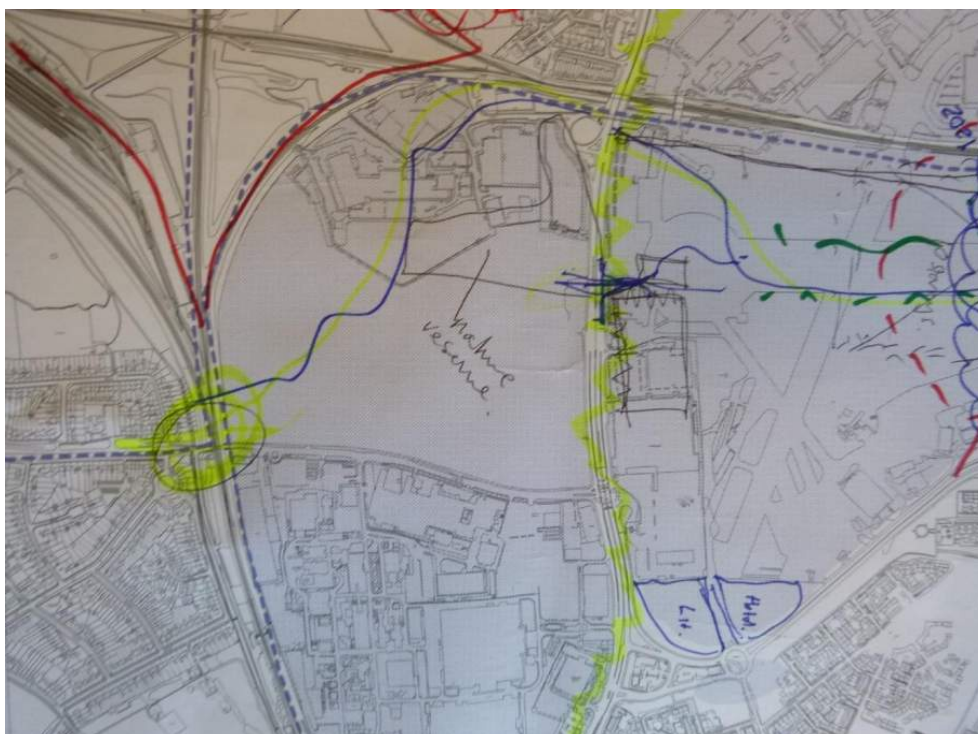
- Encouraging housebuilders to develop something better.

Maps

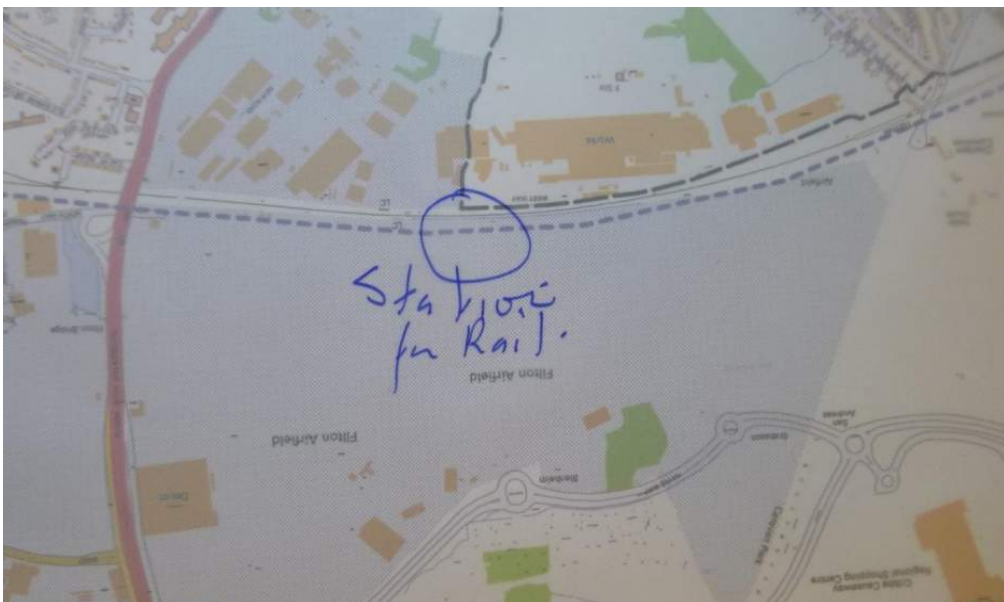
Map 1 (complete and zoomed in)







Map 2 (complete and zoomed in)



Note: Comments written on the maps are shown in the list of comments above and are marked with an asterisk.

North Fringe Cluster Stakeholder Workshop: Harry Stoke and Stoke Gifford Group 1

Question 1 – What are the current strengths, weaknesses and threats? The key assets?

Strengths

Community infrastructure:

- Urban facilities
- Strong community heart in Bradley Stoke.

Weaknesses

Community infrastructure:

- Need support services & cultural facility on the space provided – unlike Bradley Stoke & Charlton Hayes.

Transport and communications:

- Transport infrastructure – challenge to growth of the area as need to be improved.

Urban Living:

- Landscape and design issues need to change – to result in best use of land
- High density is rare – 3,4,5 semi are the market – all developments provided – when high density is provided not high quality.

Threats

Development opportunities:

- Lack of mutability is a real threat.

Question 2 – If the localities are to have a stronger sense of place and become more sustainable, liveable, characterful and economically, socially and culturally vibrant and diverse: What are the key development opportunities? What types of homes and business premises are needed? What other uses, facilities and amenities are required?

Community infrastructure:

- Secondary school spaces are needed in the local area – space at existing Filton wise is very limited.

Transport and communications:

- Stoke Gifford to Cribbs Causeway relies on driving – potential for new link through Rail Quadrant.

Other comments:

- Cribbs causeway – It its leisure. every role going to increase in the future?
- Potentially too far from Harry Stoke/Gifford.

Question 3 – What development typologies, scale and density are needed? What supporting infrastructure and investment is required?

Transport and communications:

- Transport pinch points – railway bridge, Bradley Stoke way, ring road.

Urban living:

- Culture of housing market – risk is huge issue. Challenge to providing smaller units.
- Local plan – evidence should be aging population +15-20% being 1 or 2 bedroom homes.

Question 4 – How can we make it happen?

Council/housing associations

- Massive demand for shared ownership.
- Rollout local authority in housing, then housing need + demography model.
- Housing teams in location could actually be the experts in the housing need – right access to tenancy spectrum.

- Land value capital – looking at previous trends – how industry of how a good area needs to grow. – how much of a role should LA's have in this – Local Authority should be active in this.
- Cross city SGC. Bristol City boundary engagement necessary to make the new centre work.

North Fringe Cluster Stakeholder Workshop: Harry Stoke and Stoke Gifford Group 2

Question 1 – What are the current strengths, weaknesses and threats? The key assets?

Strengths

Development opportunities:

- Land available for housing developments – UWE, Harry Stoke.

Weaknesses

Community infrastructure:

- No definable community centres
- No definable centre.
- Consideration need, services and facilities.

Design and standards:

- Issues with parking provision in housing communities.
- Quality of the infrastructure /materials.
- Why do all the new houses look so ugly? Why are they not built to match the existing properties? – Filton
- Poor quality housing developments - out of character

Growth impact:

- Infrastructure cannot take functional growth.
- Concentration of uses puts pressure of community increased pollution, traffic
- Lack of funding for improving infrastructure.

Transport and communications:

- Transport pinch points – infrastructure
- Problems crossing road.
- Transport infrastructure is a barrier.
- Filton alliance – A38 Tech College – no bus service connections for communities.
- Resurface roads and pavements
- Potholes on existing roads should take priority over new infrastructure
- Public transport is poor in some areas
- Lack of bus service connections
- Improve the number of train connection & bus connections
- Increase of traffic

Other comments:

- Loss of identity – Filton

Question 2 – If the localities are to have a stronger sense of place and become more sustainable, liveable, characterful and economically, socially and culturally vibrant and diverse: What are the key development opportunities? What types of homes and business premises are needed? What other uses, facilities and amenities are required?

Community infrastructure:

- Hospital too small for amount of people.
- Other Facilities – hospital service, only Southmead hospital – concerns for capacity at the general hospital.
- Increased people living in the area should be complimented with GP practice, older people homes.

Culture and leisure:

- Arena – would be positive asset for Harry Stoke/Stoke Gifford.
- Leisure / evening economy – missing in North Bristol – Potential massive market – how to realise?
- Key development opportunities – University and area need a night time economy (cinemas / entertainment).

Design and standards:

- Parking provision in general.

Economy/employment:

- Places for smaller businesses seem to be missing. 'hubs' for flexible business growth – Aerospace and Engineers hub.
- SGC campus.
- Smaller retail units? Space for every/leisure? Mix of unit types.
- A local Work hub needed. To stand up to competition from more dynamic urban ones.
- How, in this area certain attractiveness as an employment hub. Concern about having sufficient flexibility in employment space and offices.
- Think about how a place will change over time – what sort of employment premises should we plan for?

Environment and amenity:

- Elm Park – 15m buffer – protection of remainder of Elm Park.
- Amenities – creation/safeguarding for open space.
- Protection of local green space.

Housing mix and tenure

- Type of housing – housing to accommodate - that family home, older people, students, nurses.
- Types of homes – provision for older people – better quality development – poor quality homes, size, private garden, space.

Transport and communications:

- Explore alternative public transport opportunities, bus lanes etc.
- Park & ride.
- Reliable public transport provision.
- Park & ride.
- Increase access to Bristol with public transport.
- Greater connections to public transport hubs.
- Park & ride.

Question 3 – What development typologies, scale and density are needed? What supporting infrastructure and investment is required?

Culture and leisure:

- Arena – Cribs Causeway.

Environment and amenity:

- Parkway / green infrastructure.

Housing mix and tenure:

- Loss of identity – diversity of housing mixed to create diverse community – age range next door to each other.

Urban living:

- Need for smaller but high-quality dwelling sizes. Area dominated by relatively well -off by same housing size/stock.
- Student, aging population = mix of smaller houses more facilities

Question 4 – How can we make it happen?

Community infrastructure:

- Facilities for mental health support

Council/housing associations:

- Evidence to support vision – local authority should be active.

Design and standards:

- Appropriate housing for people with disabilities
- Consideration for quality & materials of new build to be in keeping with local character.

Environment and amenity:

- Concern to the amount of rubbish in the area
- Fly tipping issues on green spaces
- Better provision of public bins on high streets – retail/restaurants/fast food hubs

Growth impact:

- Increase in houses which makes this worse (fly tipping, rubbish and lack of bins).
- Localised pollution monitoring reports – Filton.

HMOs and students:

- Instances of negative social behaviour from students - need to consider how council works with occupiers of HMO's.
- Need for a department in council who looks after HMO.

Transport and communications:

- Better traffic management

Vision:

- What will Harry Stoke vision be?

East Fringe Urban Centres Stakeholder Workshop

The East Fringe Urban Centres Stakeholder Workshop was held from 1.30pm-4pm on Monday 19th March, at Page Community Association.

A list of the workshop attendees is provided below.

First Name	Surname	Organisation
Mukhtar	Ali	Merlin Housing Society
April	Begley	South Gloucestershire Council
Michael	Bell	South Gloucestershire Council
Ian	Boulton	South Gloucestershire Council
Stephen	Chandler	South Gloucestershire Council
Martin	Farmer	South Gloucestershire Council
Clare	Fletcher	South Gloucestershire Library Service
Victoria	Hicks	Oldland Parish Council
Shirley	Potts	South Gloucestershire Council
Mike	Roberts	HAB Housing
Pat	Rooney	South Gloucestershire Council
Kim	Scudamore	South Gloucestershire Council
Rob	Stirzaker	South Gloucestershire Council
Jim	Whittaker	Friends of Kingswood Park
Kate	Bell	Hanham Abbots Parish Council
Tom	Bray	Hanham Abbots Parish Council
Gerry	McAllister	Hanham Abbots Parish Council
Edward	Nash	Nash Partnership
Mel	Clinton	Nash Partnership
Leigh	Dennis	Nash Partnership

Andrew	Lane	South Gloucestershire Council
Chris	Butcher	South Gloucestershire Council
Jessica	Bett	South Gloucestershire Council
Danny	Dixon	South Gloucestershire Council
Jane	Wormald	South Gloucestershire Council
Helen	Young	South Gloucestershire Council
Helen	Winsall	South Gloucestershire Council
Tracey	P	South Gloucestershire Council

East Fringe Urban Centres Stakeholder Workshop: Hanham & Kingswood

Note: Most comments were recorded on flipcharts. Comments marked with an asterisk below were made on the maps provided at the event. Photographs of the maps are also included below.

Question 1 – What are the current strengths, weaknesses and threats? The key assets?

HANHAM Strengths

Centre:

- Pleasant high street – range of cafes and hairdressers.
- Asda – even though it is a hypermarket it is everyone's corner shop*
- Longwell Green – Local community feel with retail focus. Local resource*

Community infrastructure:

- Strong establish of community resources, surgery, shops etc.
- Hanham library well used by community especially children's pre-school activities. Well used by other groups – regular coffee groups, reading groups, craft groups*

Economy/employment:

- Local employment opportunities.

Environment and amenity

- Large open green spaces for public use.
- Nature.
- Well served with open spaces and close to open county.
- Lock Road Ridge – valuable community space*

Heritage:

- History.

Identity:

- Good sense of community and identity.
- Local identity and part of Bristol.

Transport and connectivity:

- Hanham has a good bus service*
- Good bus connections to Bristol Centre*
- Good bus services – but do people want to use them?

HANHAM Weaknesses

Centres:

- Hanham High Street dominated by car*
- Lack of shops.
- Too many empty shops and not enough variety.
- Some full shops but some empty shops e.g. fish shop, fruit and veg, wilko.

Community infrastructure:

- Lack of facilities (schools, doctors etc.).

Design and standards:

- Over development in small spaces.
- South Glos – small/poor quality infilling.
- Lacks local attractiveness.

Environment and amenity:

- Nature area.
- Risks of flooding.

Heritage:

- Historical area can't develop.

Mix and tenure:

- New homes are unaffordable; poor mix of tenure; not enough council housing.

Transport and communications:

- Hanham Abbots – poor infrastructure; poor parking.
- Hanham Abbots – public transport; narrow roads.
- Traffic congestion and lack of walkability into the city centre.

KINGSWOOD Strengths

Centre:

- New development shopping centre.
- A distinct centre.
- Revitalising Kingswood Town Centre. Councillors and volunteer group and businesses all working together.
- Shopping centre – lots of options – feels a bit rundown.
- Asda – even though it is a hypermarket it is everyone's corner shop*
- Longwell Green – Local community feel with retail focus. Local resource*

Community infrastructure:

- Voluntary groups = Friends of Kingswood Park, Business Association.

Demographic:

- Elderly community of Kingswood.

Digital and sustainability:

- Kingswood Park 'greenliving'.

Environment and amenity:

- Well served with open spaces and close to open county.
- Lock Road Ridge – valuable community space*

Heritage:

- Historic interest 'Whitfield Tabernacle'.
- Heritage – overall a strength that has great potential but has insufficient investment.
- Whitfield Tabernacle is both a strength and a weakness – it's a valuable heritage asset with the potential to draw visitors. But also an eyesore that residents want to get rid of.

Identity:

- Good sense of community and identity.
- Sense of place.
- Local identity and part of Bristol.

Transport and connectivity:

- Walking distance of Kingswood centre.
- Good bus connections to Bristol Centre*
- Good bus services – but do people want to use them?

Urban living:

- Making better use of existing land and property e.g. Merlin and higher density housing.

KINGSWOOD Weaknesses

Community infrastructure:

- No community activities.

Centres:

- Kingswood Town Centre – architectural decay leads to an unattractive environment and puts traders off.
- Kingswood Centre – Empty shops
- Kingswood- shop landlords not wanting to do anything to make shop ‘frontage’ shops windows.
- Kingswood as a place – lack of focus, uncomfortable public areas.
- Kingswood – regeneration of Kings Chase should lead to investment of the High Street.
- Kingswood – Hard to retain business – high turnover of independent traders.
- Too many empty shops and not enough variety.
- Some full shops but some empty shops e.g. fish shop, fruit and veg, wilko.

Design and standards:

- South Glos – small/poor quality infilling.
- Lacks local attractiveness.

Developers:

- Kingswood – a number of land and buildings are being ‘land banked’ by owners/developers.

Digital and sustainability:

- Kingwood – Broadband – has superfast broadband come to Kingswood to help SME’s and start-ups? What is the number of start-up’s in Kingswood?

Economy and employment:

- Kingswood Community – fragmented by declining industry and lack of investment.

Growth impact:

- HMOs increase, needs limits due to road congestion; air quality Kingswood corridor is poor.
- Threatened by continual infill of housing.

Heritage:

- Whitfield Tabernacle is both a strength and a weakness – it's a valuable heritage asset with the potential to draw visitors. But also an eyesore that residents want to get rid of.
- Heritage assets in poor state – Whitfield Tabernacle and Master's Church.

Mix and tenure:

- New homes are unaffordable; poor mix of tenure; not enough council housing.

Transport and communications:

- Public transport from Kingswood to areas of major employment and accessibility to metrobus.
- Traffic congestion and lack of walkability into the city centre.

Question 2 – If the localities are to have a stronger sense of place and become more sustainable, liveable, characterful and economically, socially and culturally vibrant and diverse:

a) What are the key development opportunities?

Design and standards:

- There needs to be a focus on creating a 'place' in Kingswood. This requires a re-think around what the community requires to form a vibrant community. Kingswood needs an accessible, comfortable area for public use.
- Housing set out in a way that ensures people have the opportunity to meet their neighbours (i.e. Cul-de-Sac) – not a long road*
- Kingswood High Street – better sense of arrival*

Development opportunities:

- Opportunities to bring dilapidated building stock back into use with regeneration funding.
- Soundwell College owned by City of Bristol redevelopment opportunity.
- Hanham sites – Aldermore Way; Kleeneze; Merlin garage blocks?
- Kingswood pharmacy building degraded – has planning permission 2017 (but no action) for homes/flats*
- Kingswood – the land held by developers for a 'long' time = former pharmacy; Whitfield Tabernacle site; old factories on Wood Road, Moravian Road.
- Redevelop shopping facades.
- Enhancement of shopping centre and empty shops.
- Aldermore way – some units have been served notice to quit*
- Future of Gover Road site?*
- Kings Chase Shopping Centre?*

- Can a registered provider support the regeneration of the Barrington Green estate?*

Economy/employment:

- Civic centre should be retained for admin like jobs.

Education/training:

- Some education value needed due to pockets of deprivation locally.

Environment and amenity:

- Whitfield Tabernacle pocket park*

Kleeneze:

- Kleeneze site – support retention of employment but include housing, mixed use.
- Kleeneze site.
- Kleeneze – mix of use. Housing, business, public space?
- Kleeneze site – housing options? Mixed use?*
- Hanham sites – Alder Moor Way; Kleeneze; Merlin garage blocks?

Urban living:

- Urban density – not many opportunities for new development*
- Redeveloping existing pockets of land for different types of housing e.g. high density and better design.

Other comments:

- South Glos Council should identify enough sites now including Greenfield to support homes. Make more efficient use of land.
- Development needed at 56 and 58 Regent Street – empty shops.

b) What types of homes and business premises are needed?

Affordable housing:

- Kleeneze site affordable homes and parking!!!!
- Affordable housing.

Culture and leisure:

- Sit down restaurants and other evening economy needed.

Economy/employment

- Cadbury Heath is a priority neighbourhood area – need more skilled jobs*
- Work hubs.

Engineering and aerospace:

- Expansion space for engineering/aerospace businesses in Kingswood.
- Employment opportunities needed – engineering, aerospace, support businesses.

Mix and tenure:

- Mix of types – self build; housing association; council;
- 1-2 bed units to allow downsizing but still high quality.
- New housing to offer opportunities for young people to share – i.e. good quality rented houses*
- Housing to offer a variety of different houses and create communities of different ages / economic groups*

Small business:

- Kingswood Douglas Industrial Estate – Workshops and more space for startups*
- Encourage workshop, start-ups, spaces. Allow space for independent traders to grow.

Other comments:

- Kingswood – development and modernisation of Kings Chase shopping centre.
- Re-use of existing buildings – church, empty office, pharmacy – reuse for housing and employment.

c) What other uses, facilities and amenities are required?

Community infrastructure:

- Doctors/health facilities.
- Schools do not have surplus capacity. Additional school and early years places will be required to accommodate additional pupils generated by new houses.
- Lack of community centres/activities where people can meet and engage.

Economy/employment:

- Hanham – need for more local jobs.

Environment and amenity:

- Other facilities – don't lose sight of the need to maintain urban greenspaces used by these new residents. S106 and CIL does not cover this need.
- Access to recreational areas needed including for wheelchairs.

Small business:

- Kingswood – where do start-ups go for advice?
- Faster broadband for SME's and start-ups.

Transport and communications:

- Need improved public transport.
- New areas for business will need good infrastructure (fast internet), good transport and adequate parking*
- Put in safe cycle routes (away from traffic)*

Question 3 –

a) What development typologies, scale and density are needed?

Affordable housing:

- Social and affordable housing with green space on the Whitfield Tabernacle site.
- Need housing for people who can't afford expensive market.

Community infrastructure:

- Large public meeting space with connections to other services and facilities. Need for a focal point.
- Migration to share facilities (Kingswood = town feel, Hanham = village feel).

Culture and leisure:

- Music venue in centre.

Design and standards:

- Improve place making of Kingswood to make it.
- 3-4 storey buildings e.g. Staunans site.

Economy/employment:

- Links to Severnside and Emerson's Green employment.

Heritage:

- Kingswood – Hanham – historical trail?

HMOs and students:

- Current HMO's are poor quality, more robust licensing is needed.
- Kingswood – HMO's: more robust, implementation of licensing e.g. Linden Hotel.

Mix and tenure:

- Housing Oldland Common – 2 types – large properties and affordable housing.

Transport and communications:

- Patchway public transport connections – need to improve.

Urban living:

- Focus high density only where good quality public transport is provided.
- Restrictions in density – build up?
- Making better use of existing land and property e.g. Merlin and higher density housing.

b) What supporting infrastructure and investment is required?

Community infrastructure:

- Additional school places.
- Doctor's/GP's provision.
- Funding to support existing facilities.
- Need to support the local community by providing a 'place' for the community to meet and move together.

Culture and leisure:

- Leisure facilities.

Environment and amenity:

- Little 'parklets' and outside social spaces*.

Mix and tenure:

- New housing to include a mixed range of properties.

Transport and communications:

- Improve quality of existing road/path infrastructure. Church road – subsidence.
- Metrobus 2 – link Kingswood to public transport system. Self-drive cars. Junction 18A – in place by 2025. Lack of forward planning/funding.
- Third bridge at Bromley Heath.
- Walkable but unsure about cycle routes.
- Bus links reasonable, cheap/reliable public transport needed to increase use.

Other comments:

- Bringing people in e.g. from outskirts into centre – Westerleigh connections.
- CIL monies.

Question 4 – How can we make it happen?

Council/housing associations:

- South Glos Council to play a more active role in delivery.

Delivery:

- Could South Glos Council play a more active role in delivery.

Funding and land:

- Kingswood – a more aggressive approach to owners who are sat on land on empty properties e.g. CPO's.
- Problems to assemble land to enable efficient brownfield development.
- Finance!
- CIL/S106 possibilities.

Partnership:

- Partnership working with other organisations.
- Party consensus on infrastructure requirements.

Planning:

- Policy to define area of regeneration for Kingswood.

Vision:

- Vision – maximising Kingswood's industrial heritage.
- Vision – thriving high street with places to eat (not takeaways/nail bars).

Other comments:

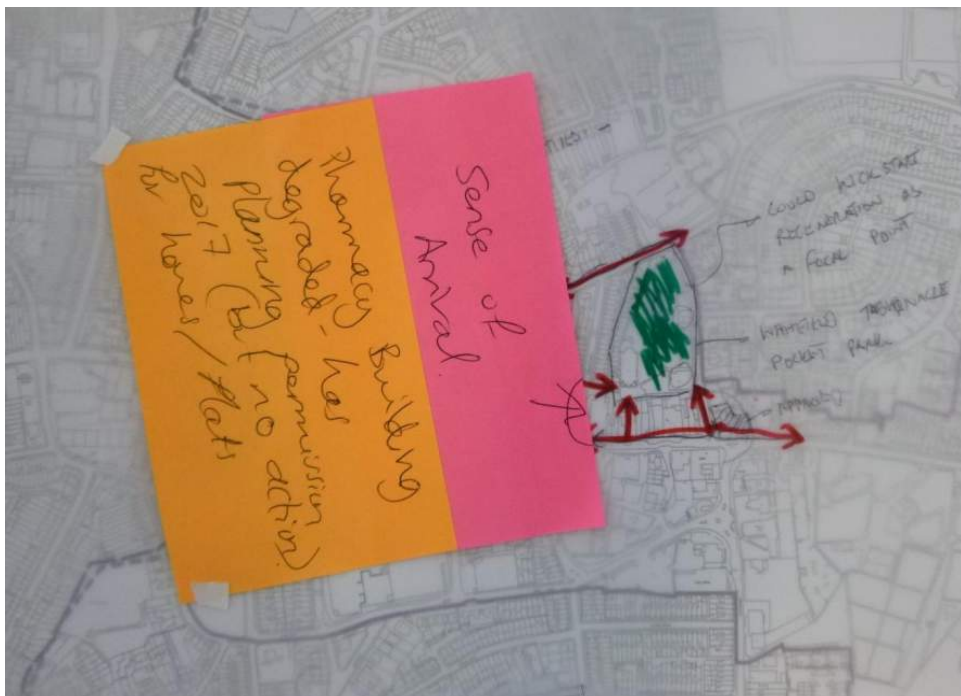
- Better environment with Parish/Town councils.
- Good examples of regen – North Street, Bedminster, Bristol.
- Whitfield Tabernacle development could kickstart regeneration as a focal point*

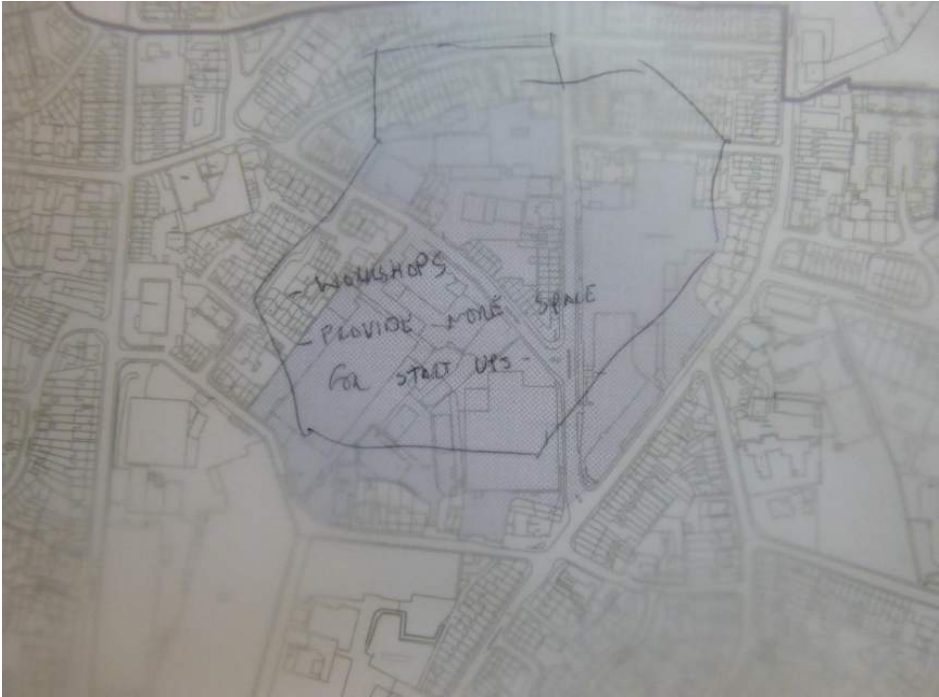
Other Comments & Maps

- Oldland Parish already well developed*
- Wards have a very particular identity*
- E.g. Cadbury Heath & Longwell Green.
- Does GB constrain development within settlement boundary?)*
- Cadbury Heath has high levels of unemployment*

Map 1 (complete and zoomed in)







Religious
 1. *Historical religious sites*
 2. *1. Religious sites*
 3. *2. Religious sites*
 4. *3. Religious sites*

Historical Sites
 1. *Historical sites*
 2. *Historical sites*
 3. *Historical sites*
 4. *Historical sites*

Green Spaces / Parks
 1. *Green spaces*
 2. *Green spaces*
 3. *Green spaces*
 4. *Green spaces*

Water Bodies
 1. *Water bodies*
 2. *Water bodies*
 3. *Water bodies*
 4. *Water bodies*

Transportation
 1. *Transportation*
 2. *Transportation*
 3. *Transportation*
 4. *Transportation*

Other
 1. *Other*
 2. *Other*
 3. *Other*
 4. *Other*

Yellow Card:
 1. *Yellow card*
 2. *Yellow card*
 3. *Yellow card*
 4. *Yellow card*

New housing to include a mixed range of properties + ~~plus~~ little "parklets" and outside social spaces

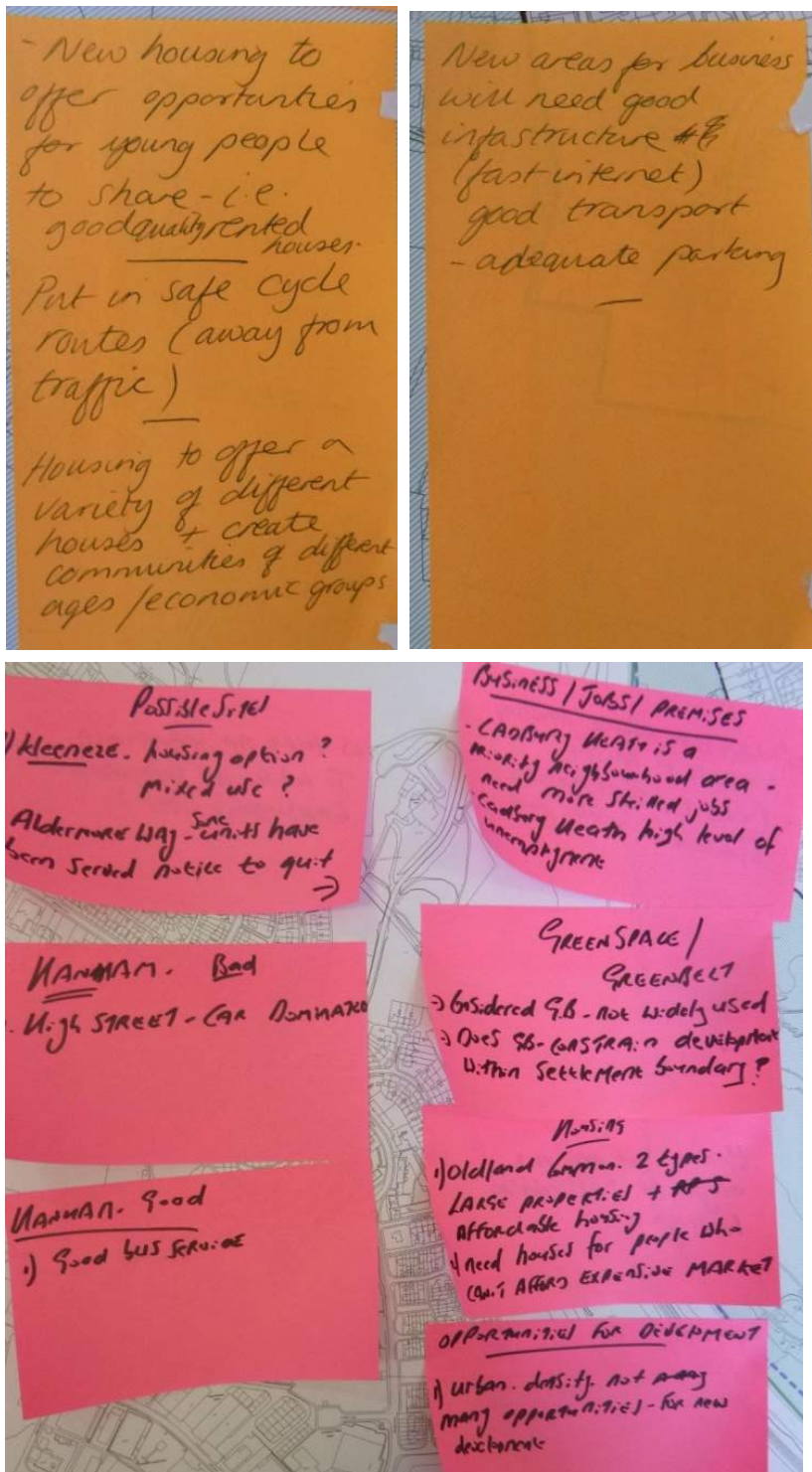
- Housing set out in a way that ensure people have the opportunity to meet their neighbours i.e. cul-de-sac (not a long road).

Hanham library well used by community especially children pre-school activities

+ well used by other groups. (eg coffee group, Reading group) Craft group

Kingwood library well used - library out of Centre - due to move end 2018 to civic centre.

Good bus connections to Bristol Centre.



Future of Gower Rd
site?

Cock Road Ridge
valuable community open
space.

- Oldland Parish
1. already well developed
 2. wards have very particular identity
eg Cadbury Heath
or Langwell Green.

Asda
even though it is a
hypermarket it is
everyone's corner shop

Langwell Green

1. local community centre
with retail focus
2. local resource

Note: Comments written on the maps are shown in the list of comments above and are marked with an asterisk.

East Fringe Urban Centres Stakeholder Workshop: Staple Hill, Science Park & Emersons Green

Note: Most comments were recorded on flipcharts. Comments marked with an asterisk below were made on the maps provided at the event. Photographs of the maps are also included below.

Question 1 – What are the current strengths, weaknesses and threats? The key assets?

Strengths

Community infrastructure:

- Lots of meeting places, activities, and community events (churches etc.).
- Community hub – project. Sense of community.
- Lots of meeting places for community. Page park – High St. Railway park.

Demographic:

- Emerson's Green – young professionals.
- Emerson's Green younger population, private rented.
- New homeowners moving in = change. Diverse community.

Environment and amenity:

- Page park. High Street – Broad Street. Railway path – commutable. Rodway Common.

Transport and communications:

- Good connection to Ring Road.
- Science Park potential connection.
- Link to Science Park. Cycle paths.

Other comments:

- Opportunity to work from home.
- Lydegreen and Science Park use as town centre.

Weaknesses

Centres:

- Need a change in shops, not diverse. Retail units have potential to change.
- Poor range of shops.

Community infrastructure:

- Loss of college.

Demographic:

- Single parent families.
- Deprivation – focused. Owner occupied vs private housing. Population changing rapidly.
Divided community – private house prices.
- Highest numbers of deprivation in SGC.
- More divided between social and owner occupied.
- Deprivation – Pendennis estate was built for people on SS.
- Lots of single parent families.

Design and standards:

- Larger houses/divided into flats = parking problems.
- Large houses divided into flats – parking issue.

Education and training:

- Deprivation comes from loss of manufacturing jobs.
- Low-skills/low-aspirations.
- Low skill, no college locally, low attainment and low aspirations.
- Low skills, low aspiration.

Mix and tenure:

- Properties built for over 55s so not suitable for families. Pressure on accommodation for specialist needs.
- Subdivision of properties.
- Over 55s homes.

Transport and communications:

- Transport.
- Public transport. Lack of choice.
- Poor bus routes.

Other comments:

- Lots don't live in Staple Hill. Bit of loss identity link with Filton and Bradley Stoke.

Question 2 – If the localities are to have a stronger sense of place and become more sustainable, liveable, characterful and economically, socially and culturally vibrant and diverse:

a) What are the key development opportunities?

Community infrastructure:

- Need to identify sites for other uses e.g. education.
- Links between sports and other things – hub.
- Staple Hill has no significant sports facilities – old school playing field north of Page park.
- Page community centre is run by council. No central organisation.
- No social committee.
- Old cinema is still there.

Development opportunities

- Around Fountain Square and college site, but mixed use.
- Manor Rd trading estate – could be related to Science Park; and Station Road workshops.
- Buildings along Broad Street.
- Old college.
- Stapleton Road workshops.

Heritage:

- Keeping heritage buildings – British Legion building
- Heritage buildings and facades – Bristol.

b) What types of homes and business premises are needed?

Centres:

- What is needed to make it a better functioning centre?

Design standards:

- Aspirational as well.

Mix and tenure:

- Have had 1-2 bed flats, so need diverse stock so can move.

Small business

- Need for work hubs.

c) What other uses, facilities and amenities are required?

Centres:

- Retail – new café in the park doing very well; rest of high street will evolve.

Community infrastructure:

- Community facilities opps and needed – no indoor sports facilities
- Old school playing field could be improved
- Page community centre could be improved (xxx by SGC and used as members club) as village hall type facility.

Question 3 –

a) What development typologies, scale and density are needed?

Mix and tenure:

- McCarthy and Stone rent like hot cakes.
- Diversity is key in housing stock.
- Typologies - all sizes of homes. Older people downsizing.

Other comments:

- Resentment on amount of money spent on dialogue with the poverty areas. Lack of indoor centre.
- Lack of disability friendly establishments.
- Allocations of 20-50 would be smaller builders.

b) What supporting infrastructure and investment is required?

Education and training:

- 3 primaries; hard to get into the schools. Helping Schools Partnership. Does have a library.

Environment and amenity:

- Cycle path could be better connected to housing areas, especially to centre High St area. path through tunnel could be widened.
- Transport – would be benefits to co-use of the cycle path for tram for Staple Hill.
- Spur to Yate nearly there, need to complete missing link.
- Local walking and cycle routes.
- Railway path – very well used; main commuter route; new link but only access; could improve signage and listing.
- Hill House Park should be kept as open space*
- Rodway Common: well used – parish area; pigeon racers nationally; dog walkers; runners. West of road – less well used, ownership less obvious.

Question 4 – How can we make it happen?

Community infrastructure:

- Road with Page Community Centre on it is probably the place that identifies the community.

Communication:

- Residents' Facebook = 2,000 people.
- Staple Hill Regeneration Partnership – need to ask what is in it for the residents.
- Case of divide between the haves and the have nots.
- 2000 members on Facebook page

Design and standards:

- Disabled access to retail units.

Education and training:

- Be clear about need for tertiary and further education in the East.

Partnership:

- Staple Hill Regeneration Partnership – no budget, volunteers.

Transport and communication:

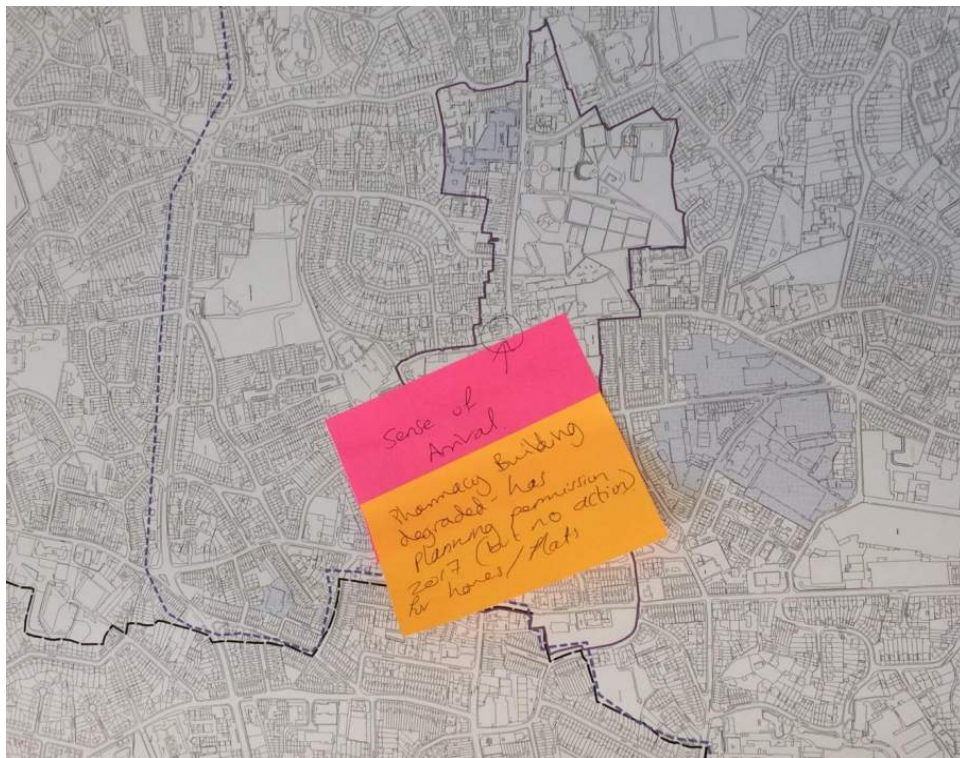
- No links to education.
- Benefits for a mass transit route?

Vision:

- Vision – needs to address the needs of a potentially divided community. Everyone needs to see a benefit. Retail diversity benefits everyone.
- Be clearer about long term aspiration/vision for the large scale employment area and link to Science Park.

Maps

Map 1



Yate Stakeholder Workshop

The Yate Stakeholder Workshop was held from 3pm-5.30pm on Tuesday 20th March, at The Ridgewood Community Centre.

A list of the workshop attendees is provided below.

First Name	Surname	Organisation
Tristan	Clark	Westerleigh Parish Council
Ruth	Davis	South Gloucestershire Council
John	Ford	Yate Town Council
Sarah	Hayes	JLL
Pat	Hockey	South Gloucestershire Council
Dave	Hockey	South Gloucestershire Council
Paul	Hulbert	Dodington Parish Council
Philip	King	Westerleigh Parish Council
Dave	Lane	Dodington Parish Council
James	McLoughlin	Merlin Housing Society
Amanda	Preddy	Public Health & Wellbeing
Hannah	Saunders	Dodington Parish Council
Sue	Simmons	Westerleigh Parish Council
Tanya	Smith	South Gloucestershire Council
Bob	Taylor	Westerleigh Parish Council
Kevin	Wilkinson	Avon and Somerset Police
Claire	Young	South Gloucestershire Council
Lynn	Noble	Iron Acton Parish Council
Sue	Hope	South Gloucestershire Council
Edward	Nash	Nash Partnership
Mel	Clinton	Nash Partnership

Laura	Mitchell	Nash Partnership
Antony	Merrit	South Gloucestershire Council
David	Ditchett	South Gloucestershire Council
Patrick	Conroy	South Gloucestershire Council
Chris	Butcher	South Gloucestershire Council
Lisa	Price	South Gloucestershire Council
Rob	Levenston	South Gloucestershire Council
Jessica	Bett	South Gloucestershire Council
Kayleigh	Dando	South Gloucestershire Council
Kevin	O'Connor	South Gloucestershire Council
Nancy	Brenchley	South Gloucestershire Council
Dawn	May	South Gloucestershire Council
Helen	O'Connor	South Gloucestershire Council

Note: Most comments were recorded on flipcharts. Comments marked with an asterisk below were made on the maps provided at the event. Photographs of the maps are also included below.

Question 1 – What are the current strengths, weaknesses and threats? The key assets?

Strengths

Centre:

- Town centre always busy.
- Shopping centre.
- Strong, varied town centre without having to go to Bristol.
- Fair amount of shops.
- Solid retail centre. Town centre is a destination.

Community infrastructure:

- Good amount of schools.
- Good mix of good quality schools.
- Medical facilities good.
- School's capacity.

Culture and leisure:

- Leisure centre.
- Community halls*

Economy/employment:

- Good employment.
- Light industry and retail*
- Good local businesses*

Environment and amenity:

- Park; Common; accessible green area.
- Good parks and open spaces and nature reserves like The Common.
- Rural setting – need to protect this.
- Proximity to countryside. Good for kids.
- Access to lovely open spaces.
- Access to countryside*

Governance:

- Town Council.
- Very alive Town Council in Yate.
- Yate Town Council.

Housing:

- House prices more affordable than Bristol.

Transport and communications:

- Regular bus services to Bristol city centre.
- Train station.
- Yate itself is relatively walkable.
- Good road network.
- Railway and bus station but not together and lack of parking.
- Railway station.
- Well placed on M4/45.
- Paths and cycle routes. Rail station.

Weaknesses

Centre:

- Issue of accessibility – shopping centre surrounded by busy road – location of this needs thought.
- Magistrates Court should be town centre use.

Community infrastructure:

- Schools have limited physical capacity to expand with planned growth this will be an issue, especially for primary schools. Access from outlying villages is an issue due to congestion. Breath of post 16 provision is not in Yate its at post 16 SGS.
- Minor injuries unit closing at key times.
- Loss of community centre.

Crime:

- Station Road – robbery/crime hotspot, needs to be safer at night.
- Large parcels of land – designing out crime.

Education/training:

- Relatively fewer people from Yate go to university or further or higher education 'black spots'.

Economy/employment:

- Small start-up business – lack of next stage premises.
- Lack of professional positions/scientific.
- Retail jobs – minimum wage. Jobs that need higher qualifications require commute. Lack of better paying jobs.
- No office quarter. No starter businesses.

Housing mix and tenure:

- Lack of affordable, good quality homes to rent and buy.
- Housing stock too focused rather than crossing full range of requirements for young families or retired people who want to buy/downsize to bungalows or apartments.
- Lack of 1 or 2 bed flats or equivalent.
- Lack of 1 and 2 bedroom properties.
- Housing over town centre uses.

Parking:

- Lack of parking.
- Parking is not enough.

- Poor long stay parking. Council is contemplating restricting hours you can stay in their town centre car parks, but if workers in the shopping centre have a 6-hour shift where are they to park? If official car parks are restricted it will spill into nearby roads.
- HGVs parking on Kennedy Way*
- HGVs parking in residential areas in Wapley Court off of Rodford Way. Lorry park needed?*

Transport and communications:

- Roads over congested because too many people travel to Bristol.
- Regular bus services to Bristol city centre but not to employment areas like north fringe.
- Major traffic congestion – pinch points at places like Station Road.
- Weaker bus connection with the surrounding rural villages. Bus routes into Bristol are infrequent as you move away from major roads (e.g. A432). Companies like First focus too heavily on the 'Inner Zone' at the expense of the neglected 'Outer Zone'.
- Lack of rail capacity – overcrowded, infrequent trains with lack of facilities at station.
- Commuter congestion. Congestion makes the punctuality of buses very poor. As workers cannot rely on buses being on time they become reliant on using their cars. This creates a vicious circle.
- Bus services snake around residential areas, missing out other areas – need express bus services, park & ride and shuttle buses.
- Public transport and parking not enough for town centre uses. Road congestion key issue.
- Trains too short. Lack of park and ride. Links to motorway are rubbish. Reliance on minor roads.
- Metrobus. Transport getting to Yate.
- Major bottleneck on Kennedy Way / Link Road junction*

Other comments:

- Appearance of western approach.
- Low density, poor quality warehouses.
- Importance of boundaries with Iron Acton.
- City living? Small business growth?
- General infrastructure*

Question 2 – If the localities are to have a stronger sense of place and become more sustainable, liveable, characterful and economically, socially and culturally vibrant and diverse:

a) What are the key development opportunities?

Location of development:

- Indesit site suitable for high rise mixed use with good access to the common.
- Western gateway.
- Station Road.

- Abbotswood/The Fern (Heron way). Redevelop from bad 60's design.
- Old Station Yard.
- Fox Inn – popular location with increased customers. Further development, refurbishment, or relocation of the industrial estate. Suggestion of Frome River being developed as an asset (travel).
- Ambulance and Fire Station – but want to keep them in close proximity to Yate not closed.
- Western Business Parks need rationalising and more science businesses attracted.
- Station road area – key opportunity area; sustainable travel; improving public realm.
- Estate regeneration potential around Birch Road Estate?*
- No industrial development should be allowed south of Beech Hill farm. This would prevent green corridor between Yate and Westerleigh*

Other comments:

- Concerns over transport – lorries, HGV routing.
- Station Road – loss of facilities which are important, 3 community halls, bike shops etc. will never get businesses like this in Yate shopping centre. Needs to retain this function.
- Town centre – (mixed use, retail and residential). Daytime use – little evening use. Shortage of trees, Station Road and Yate shopping centre.

b) What types of homes and business premises are needed?

Culture and leisure:

- Hotels for business travellers.
- Hotels with parking.
- Fox Inn on outskirts of Yate does really well!?
- Develop nightlife culture, restaurants etc. along western end of Station Road (like Whiteladies Road, Bristol).
- Very little hotel facilities in Yate – just B&B's. Demand is there but no real hotel accommodation. Would support employment growth – town centre and Station Road would be good places. Could be upper floors. Or Beeches.

Economy/employment:

- Business hubs as next stage for home start-ups.
- Bottom up uses for businesses.
- Office space for professional jobs.
- Work hubs.
- Mill building – employment use.
- More and more varied. Need employment opportunities. Indeset – owned by Italian company and reducing job numbers – fears for impact of Brexit.

Housing mix and tenure:

- 1 and 2 bedroom for young people.

- Apartments for private purchase in central Yate. Bigger properties/private bungalows on edge of Yate.
- More extra care and supported living accommodation.
- Lack of housing suitable for older people closer to town centre.
- Need for small/starter homes. Small units for older people – reasonable prices.
- Bungalows for older people.
- Bungalows needed.
- Shortage of bungalows, other forms of accommodation.
- Shortage of bungalows.
- Yate Rocks is more aspirational, near quarry.

Urban living:

- Mixed use.
- Business at ground floor, housing at upper floors.

Other comments:

- Shortage of trees on Station Road.
- More creative, quicker development – how can this be incentivised?

c) What other uses, facilities and amenities are required?

Centre:

- More town centre and mixed use.
- Town square equivalent – only space is in shopping centre.
- Better frontage needed along Station Road

Community infrastructure:

- YMCA community centre/use, Station Road.
- Upgraded community facilities on Station Road (with more parking).
- Parish Hall is already full*

Culture and leisure:

- Theatre/arena/social use space? (on the industrial estate) close to train station?

Environment and amenity:

- Green structure links required, between existing areas.
- River Frome is asset.

Transport and communications:

- Reduce road infrastructure.
- Reimagine double roundabout.
- Better cycleways, properly linked up.
- Pedestrian links are not easily visible, area dominated by busy roads.
- Long stay car parks? Multi-storey?
- Infrastructure improved to accommodate more housing – railway station, bus station, park & ride.
- Park and ride.
- Transport links into Bristol need improving.
- Accessibility and transport for new western business/light industrial.
- Hub around station.
- Better parking around train station*
- Bus services along Station Road*
- Station road – key route.
- Access to train station.

Other comments:

- Flooding risk around Bennetts Court.
- Court requires high quality design.
- Wider range of smaller, diverse recycling facilities so residents don't necessarily have to drive to the main sort it depot.

Question 3 –

a) What development typologies, scale and density are needed?

Design and standards:

- Characterful.
- Pick up on modern new town character – good quality contemporary design.
- Respecting current character of areas.
- Protect heritage and architectural style.
- Homes built on conservation areas or areas deemed sensitive need to be built sympathetically to the area.

Urban living:

- Height.
- Taller buildings would be appropriate where they exist already.
- The scale of the town centre needs to reflect its status.
- Densification around transport hubs is important.
- Potential redevelopment of shopping centre to add 1 or 2 storeys.
- Importance of not over densifying locations. Creating developments that work.

- Scale.

Other comments:

- Design guide for Station Road. Underground car parking?
- How many houses are needed for more frequent service?
- More significant buildings at western gateway e.g. hotels.

b) What supporting infrastructure and investment is required?

Community infrastructure:

- Health facilities – more GP surgeries; full service walk-in centre; more hours = more staff and doctors = more professional jobs in Yate.
- Schools and health facilities.

Culture and leisure:

- Indoor family activity centres; soft play; trampolining; develop Yate heritage/museum.
- Community buildings – more capacity needed. Art space – community uses.
- Under capacity in the leisure centre for planned growth – can they expand?
- Could be better management of retail centre. Yate outdoor Sports Centre – a Town Council venture – could be a multipurpose events venue.
- Younger generation need for play facilities. Park is a really great facility with a large range of uses by age.

Environment and amenity:

- Need policy on green corridors – Frome Valley Corridor?

Housing mix and tenure:

- Existing housing in Yate is hard to extend – scope for cross generational living.

Transport and communications:

- Park and ride (2-way).
- Roads, parking.
- Public transport infrastructure.
- Kennedy Way – issues. Traffic management is an issue – and crossing the road creates issue for parents allowing children to walk to school.
- Issue with random HGV parking in residential areas – need lorry park.
- Need to find opportunities to improve walking and cycling and pedestrian access to station and on to Southmead, to help with congestion – priority.

- Impact on strategic network of new junction 18A, which needs new road infrastructure right up to Iron Acton way.
- Station currently disjointed. Upgrade the toilets; waiting room; parking; covered platforms. Would cut road traffic. Better security and attendants.
- Complete cycle link in Bristol/Bath cycle path.
- Infrastructure – real need for moving people around safely. Smart intelligence is part of urban infrastructure – car parking capacity signage.
- Park and ride.
- Early transport infrastructure.
- Highlight input area of bus services to get more utilisation of the station for rail travel!
- Link from Yate to M5 north – will be important, the Wickwar bypass could connection to Junction 14.
- Additional/parallel road to help traffic flow.
- Getting metrobus into multi-modal by station hub/park.
- Segregated public transport, multi-modal by station.

Other comments:

- KFC.
- Non-strategic growth will impact on Yate facilities and so needs to be taken into account.

Question 4 – How can we make it happen?

Land and funding:

- Enterprise Zone? By station.
- CPO land LDO around station.
- Ambulance and Fire Station to be relocated?
- Consider compulsory purchase to get an integrated approach in a dilapidated area.

Partnership:

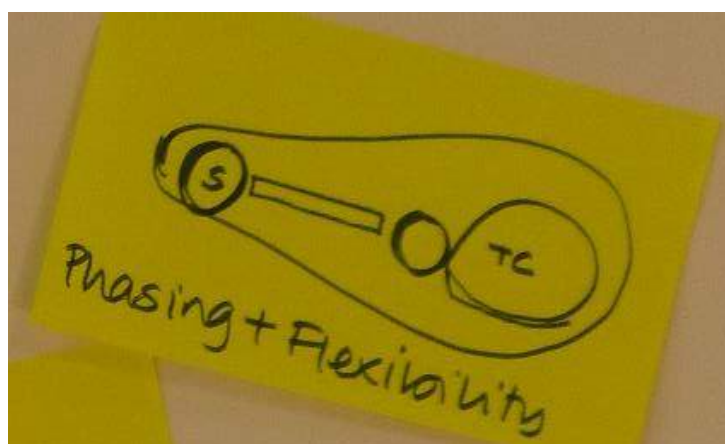
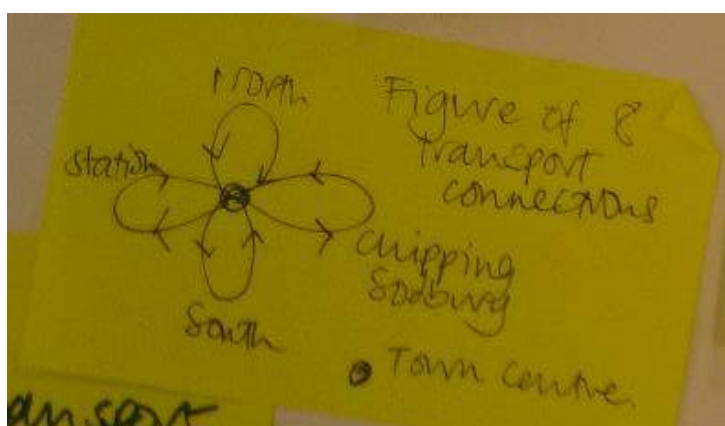
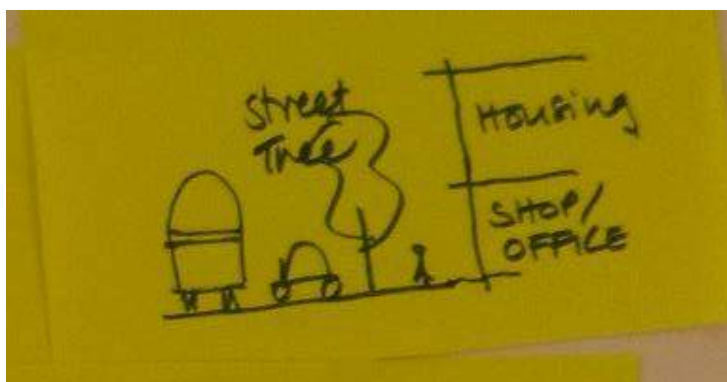
- Proactive talks with investors e.g. hotel companies, Fox pub owners (Marstons).
- Need to dispel public cynicism over the planning system. There is a widespread impression that 'the system' is rigged in favour of the needs of the government and building firms. It disincentivises the will to engage in consultations.
- Parish/town council involvement in masterplans/design guides. Closer working required.

Vision/strategy:

- Need overarching theme – 'regeneration of Yate'.
- Vision for Yate – needs to be complementary to Chipping Sodbury.
- Articulate strategy, investment flows strategy.
- Town Council has a vision for growth.

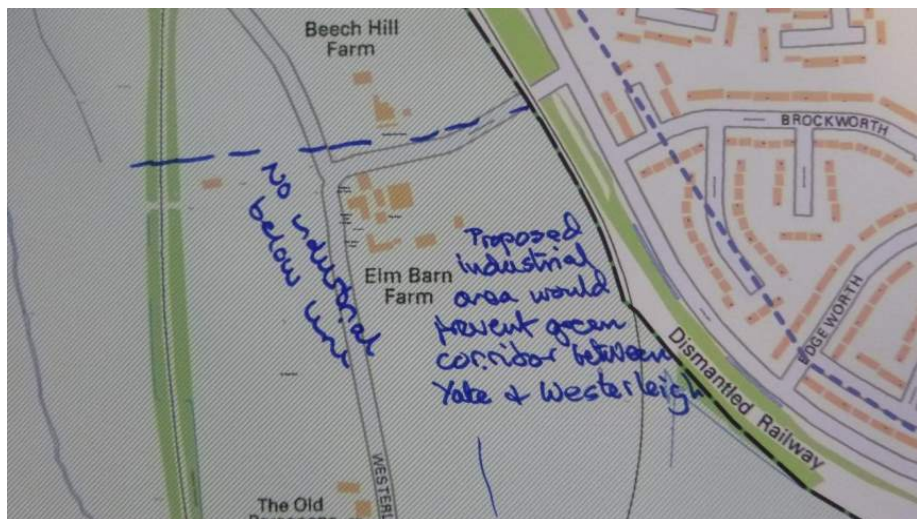
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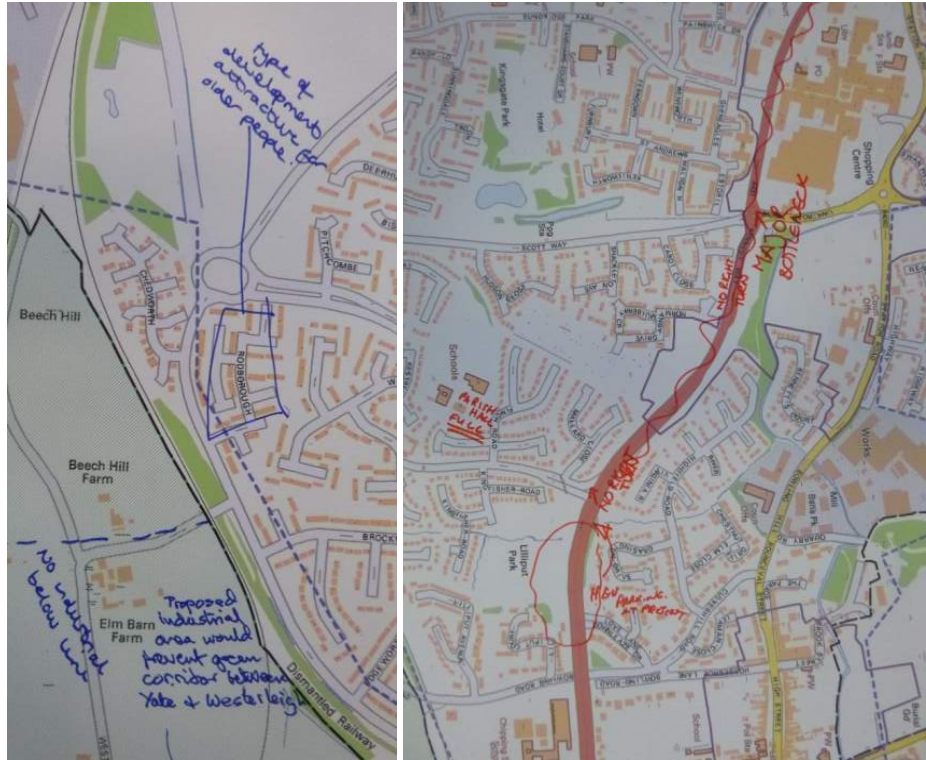
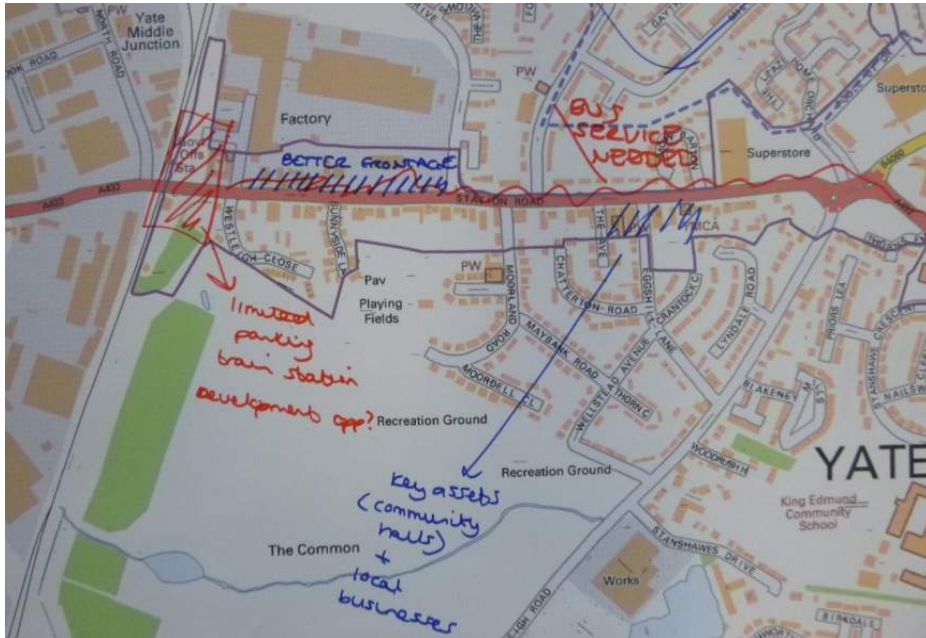
- West Yate Science Park?*
- No further education (at the moment) in Yate – 6th form shared by 3 schools.
- Type of development around Rodborough is attractive to older people*



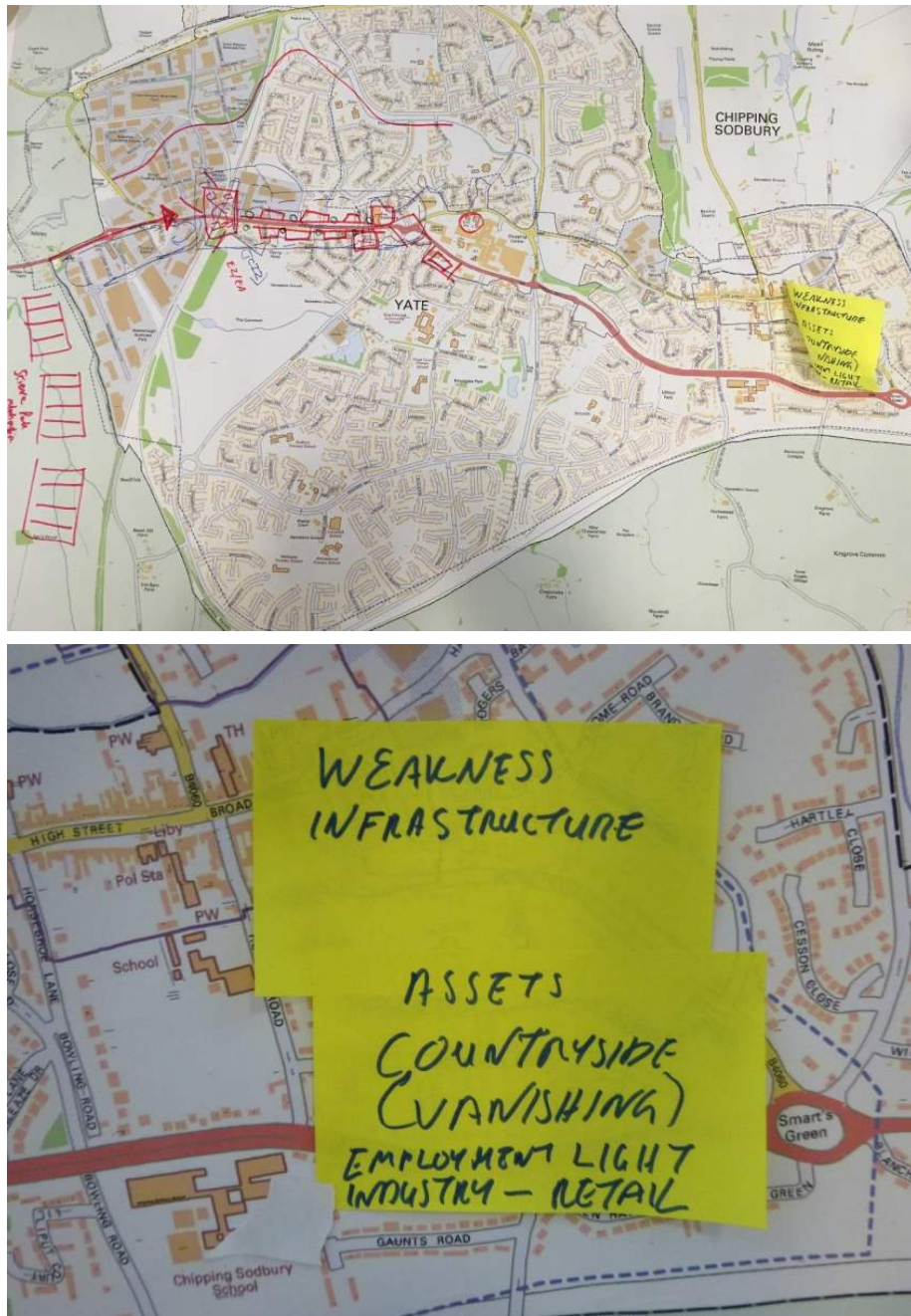
Maps

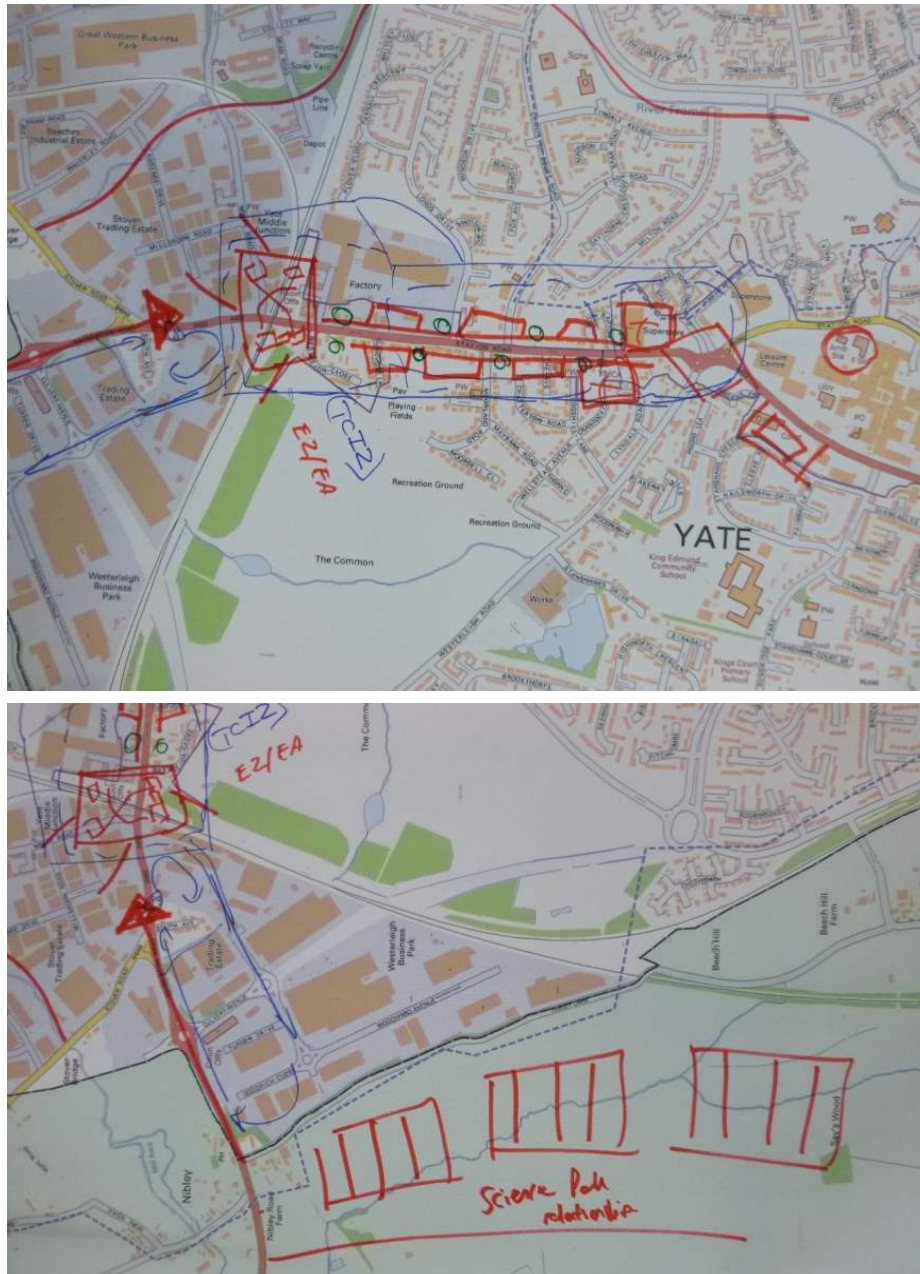
Map 1 (complete and zoomed in)





Map 2 (complete and zoomed in)





Note: Comments written on the maps are shown in the list of comments above and are marked with an asterisk.

Appendix 6: Record Comments from the Public Drop-In Events

North Fringe Cluster Public Drop-In: Patchway Event

The North Fringe Cluster Patchway Public Drop-In Event was held from 6pm-8pm on Friday 9th March, at Coniston Community Centre.

Most comments were recorded on flipcharts. Comments marked with an asterisk below were made on the maps provided at the event. Photographs of the maps are also included below.

Comments on Place of Residence/Work

What do you really value and enjoy about where you live/work and your community?

Community Infrastructure:

- The community centre is well used and an asset to the community.
- Community spirit of the people.
- Patchway Community Centre, Rodway Road, a historical building for the people of Patchway who have lived and worked in the area for most of their lives. It's a self-sufficient building, with many groups that appeal to all ages!
- I also love our community centre and it should remain for all of our residents. It caters for the elderly, children and everyone else and it would be a very sad day should this be sold to property developers. Trouble is money talks!!!
- Clubs and groups that you or youngsters can join and take part in the community. Scout hub very good if people knew where we are.

Walking and cycling:

- Value/enjoy local cycle paths to get to and from work.

Centre:

- Value what shops we have left.

Built environment:

- I enjoy the lack of high-rise buildings and lack of overcrowding.

What qualities, or perhaps particular buildings/features, should be respected/retained and possibly enhanced?

Community Infrastructure:

- Keep both community centres, these are really well used.
- Community facilities need to be retained.
- It would be a good idea to spend money on the community centre which is well used and an asset in the community. Not develop the site for housing.
- Patchway Community Centre, Rodway Road, should not be knocked down. Instead money should be invested (as has been promised so many times in past) for the refurbishment and extension plans!
- Community Centre. Renovate, improve and keep it for our community.
- I for one would like to see the Patchway Community Centre stay where it is, we don't need more flats. Why can't you build the flats where you would like to put the community centre. With 5,000+ houses going up the community centre is a link. We need to develop the community centre.
- Keep both community centres.
- Continued support for community facilities for all, not just targeted, groups.
- No change to Patchway Community Centre – refurbish.
- The Community Centre in Patchway (Rodway Road) should be kept and refurbished/renovated. The pre-school is amazing and to move to premises without the same space -indoor and outdoor would be a disaster. Do NOT knock it down!
- Community centre is vital for our community or there won't be one.
- Renovate and enlarge community centre to include a café/outside space/clubs/groups/dancing.

Walking and cycling:

- Keep the subway as a safe crossing to the parade and schools.

What don't you like about where you live, or what would you change?

Centre:

- Shops on Rodway Road should all be re-developed and both betting shops closed and maybe some nice English cafes there instead.
- Parade shops are an eyesore!!! Remove/remodel.
- Improve and renovate Patchway Parade.

Community Infrastructure:

- Planned growth like housing needs more road provision, GP surgeries, schools and improved public transport.
- Community facilities for young adults, 10-18 years need improving.

- Need a community hub – a coffeeshop and pub to improve community spirit.
- As housing grows we need more GP's, dentist, a walk-in health centre, and better, cheaper transport options.
- With 5,000 more houses going up in the near area we need more local shops, DR's, open spaces, places where people can meet.
- Instead of wasting money on the Patchway vision use it to improve roads and essential services etc. Drs, dentist, things for the children or Patchway to do.

Parking:

- Restrict outsiders from parking around shops and local roads.

Transport and movement:

- Improved bus service through the estate.
- Taxi's and buses speeding as 20pm – on Highwood Road often doing 40mph ++.
- Excess traffic now on Rodway Road and other roads nearby due to dual carriageway closure.
- Speeding on Coniston Road.
- I would like the existing roads and paths made safer for the people of Patchway. Not money spent on Boulevard nonsense!
- Since Charlton Hayes has been build out estate has turned into the M5 and our homes are littered by ignorant people.
- I do not like having a dual carriageway closed so it's now just used for buses.
- Develop Cribbs Bus Station with facilities – covered, toilets etc.
- Reduce speed of traffic on minor roads by traffic calming measures.
- Improved transport infrastructure.

Walking/cycling:

- Better lighting needed in back lanes/pedestrian walkways.

Other comments:

- No to 45 flats with limited parking! This time listen, not like the loss of the dual carriageway!
- Listen to us!
- Far too many things that have been ignored in Patchway should come first such as road resurfacing, parks and many other things!

Comments on Flipcharts – North Fringe Cluster

What type of new homes are needed and for whom?

Affordability:

- Affordable homes for young people.
- Affordable homes for young people.
- Homes that any people can afford with proper gardens.

Size and mix:

- Space for large families.
- Not flats as children need space & gardens – not community gardens!!
- Small homes, apartments.
- Starter homes for couples & families.

Other comments:

- Any new houses on the airfield should be of good quality not like the present new housing states going up.
- Space between housing.
- Over 65's & over 80's.

What type of premises are required for businesses and jobs?

No responses.

What should new development look and feel like?

Look and feel:

- Plenty of infrastructure & green areas for walking cycling & nature.
- Not tiny boxes & coloured houses. Buildings!!

What are your views on different/flexible parking and open space standards for parts of our urban areas?

Parking:

- Parking is a really big issue. There must be parking for 2 cars each home + extra for visitors.

Transport and parking:

- Good transport system needed in Patchway & Filton. Green already overcrowded.
- Are good quality streets those wide enough for emergency vehicles to get through when locals have parked.

What else might be needed? (e.g. an area specific vision etc, other uses, services, facilities, improvements, skills/schools, health & wellbeing within or outside this area)

Green Space/natural environment:

- Recreational areas for children and adolescents – keep them occupied and off the streets.

Community infrastructure:

- Schools, GP surgeries, independent retailers like butcher's, baker and grocer etc.
- More schools, surgeries (GP), dentist, bus shelters.
- Employ the experience of Peterboro in the 1960's – ensure social infrastructure is in place at the same time as the housing – developers said this could not be done – it was!!

Transport and movement:

- Roads, paths. Made safe for all (inclusive) more play areas for 11 -16 year olds.
- Bus station/depots in areas such as Yate and Thornbury for National Express and Megabus rather than travelling to UWE or Bus Stations.
- Comprehensive network of safe, convenient joined-up cycle routes *i.e. direct.

Other comments:

- It's important not to forget the existing community of Filton – feels like lots going on and being developed around us – which adds to traffic and use of services, but where is the investment in Filton? No longer a Priority Neighbourhood so services and support is being withdrawn – all not feeling positive for the existing 'forgotten' community!

Comments on Flipcharts and Maps – Cribbs Causeway, Patchway and Filton Airfield

What type of new homes are needed and for whom?

Affordability:

- Affordable housing not more flats.
- New homes – older people – younger people and need to be affordable. This would support energy & people on benefits.
- Affordable for young professionals and first-time buyers, modern & efficient with good parking.

Size and mix:

- We need more family homes for helping create a better community.
- Build more quality 1-2 bed houses /flats.

Environment and amenity:

- Open space is important for health and wellbeing and play for children.
- Garden space for children to thrive in.
- Children need space.

Other comments:

- PA solar panels on all new houses & local authority housing.
- HMO's have meant a larger influx of cars and not enough parking.

What type of premises are required for businesses and jobs?

- Support for small businesses – Filton seems to always have lots of empty shops, but plenty of takeaways & cafes. We need a range of places with a focus on local entrepreneurs.
- Support for local small businesses, so Cribbs Causeway does not swallow them up, or acts as a disincentive for people to start their own businesses. Local shops, should include affordable grocer, bakery. Not anymore eating establishments or betting shops.

What should new development look and feel like?

- Better lighting for back roads to prevent crime and anti-social behaviour*
- Properly resourced – with parking & modern efficient living built in
- Dementia friendly buildings, disabled access, information boards about dropping litter.

What are your views on different/flexible parking and open space standards for parts of our urban areas?

Open Space:

- Open spaces should look inviting and safe.
- Parks are never used and should have continued or improved upkeep & facilities.
- All open and green areas should be saved.

Parking:

- More parking spaces so car parks don't over flow.
- Filton Airfield – parking provision*

Transport and movement:

- Filton Airfield – cheaper transport*

Other Comments:

- Mall to introduce parking charges.

What else might be needed? (e.g. an area specific vision etc, other uses, services, facilities, improvements, skills/schools, health & wellbeing within or outside this area)

Environment and amenity:

- Allotment site – community garden – veg and fruit trees*
- Filton Airfield – Community farm*
- Filton Airfield – provision of allotment space*
- Filton Airfield – Play areas for children*
- Like the green areas and would like to keep these*

Community Infrastructure

- New special school MLD/CLD
- Swimming pool, sports, table tennis, indoor football, badminton hall.
- Proper resourced community centres for everyone. Employing community development workers to have a range of activities, cradle to grave.
- Keep& refurb community centre on Rodway Road. Use it as a profitable venue. Put money back into Patchway.
- Need more schools, doctors, dentists. So many more people that need these people.
- More for youth – youth clubs etc. better play spaces for children!

- Patchway needs more places for children to play, more Dr's, shops, open spaces etc. Also use the £1.5 million allocated to develop/upgrade Patchway community centre for the people of Patchway to use not 45 flats. Would you like to open your bedroom curtains and have someone peering down at you – resident of Worthing road. Invest in Patchway roads etc.
- Better access to clinics & library, shops etc. for people not able to walk.
- Keep Patchway community centre in Rodway road.
- Need a pub – not a fancy pub. Something in walking distance, not a mile + from home.
- Need community infrastructure before or at the same time as development.
- Patchway and local areas are in dear need of a bigger or another Doctors a month to wait for appointments is not acceptable.
- Provision of a Church of England secondary school – there are none that I am aware of in South Glos.
- A local community centre or existing one on Rodney road refurbished to a good standard for people of Patchway & Charlton Hayes to carry on enjoying.
- Sort out infrastructure issues first. Roads, health facilities, schools.
- There does not appear to be any indication of how many schools, primary/comprehensive, will be built. Plus, additional health service facilities. I see Southmead Hospital totally overwhelmed with the increasing population.
- Coniston Community centre – improve and redevelop BUT do not change location*
- Increase capacity of Coniston Dentists – more dentists in area*
- No change to library/community centre area*
- Defo no change to library/community centre area*
- Filton Airfield – provision of new facilities*
- More support & investment in small local community groups & charities providing services on ever decreasing funds for the growing local population. More community facilities to equal the number of new people coming into the area. Filton no longer a priority neighbourhood – great! But don't want to lose services with growth around us.
- New developments need: schools, affordable & reliable public transport, Dr's surgeries, shops, community hub.

Centre:

- Shop rather than restaurants. We started with Butchers, Green Grocers, Bakery, all gone – Rodway Road.
- More local shops
- Local shops e.g. bakery not betting shops & takeaways. Need local pub.
- Need a community focus – a pub or coffee shop central – i.e. Rodway Road.
- Nice family-friendly local pub & grocers
- Rejuvenate the Parade area. Do not close the underpass.
- Improve existing centre*
- Pedestrianised High Street with provision for retail/employment*
- Keep Rodway Road shops the main centre/part of Patchway*

Transport and movement:

- Better bus services to cover all Patchway not just one side.
- Highwood Road to re-open. Ease traffic in Patchway. Make the roads in Patchway safe for our children. There appears no justifiable reason to keep it closed.

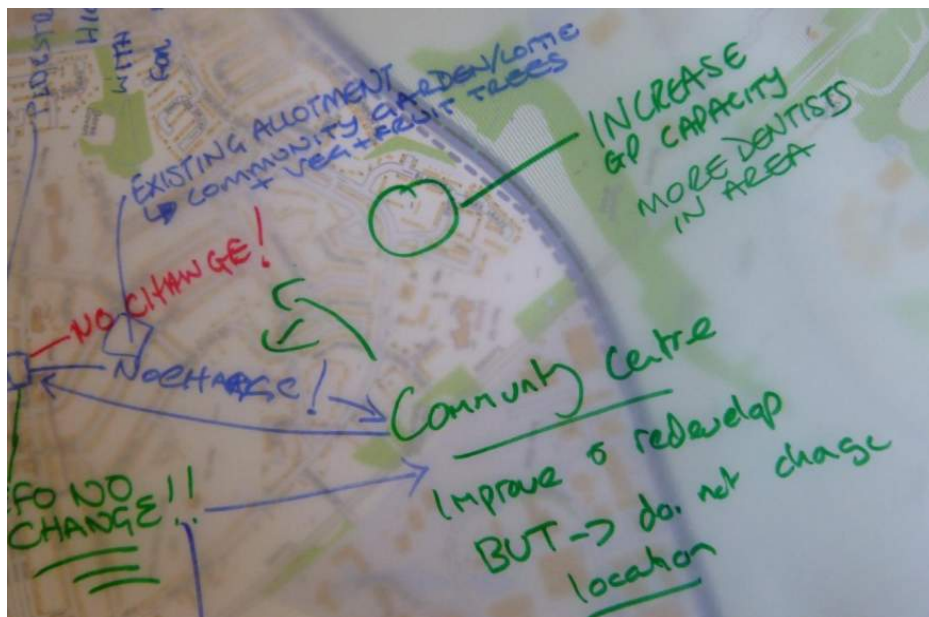
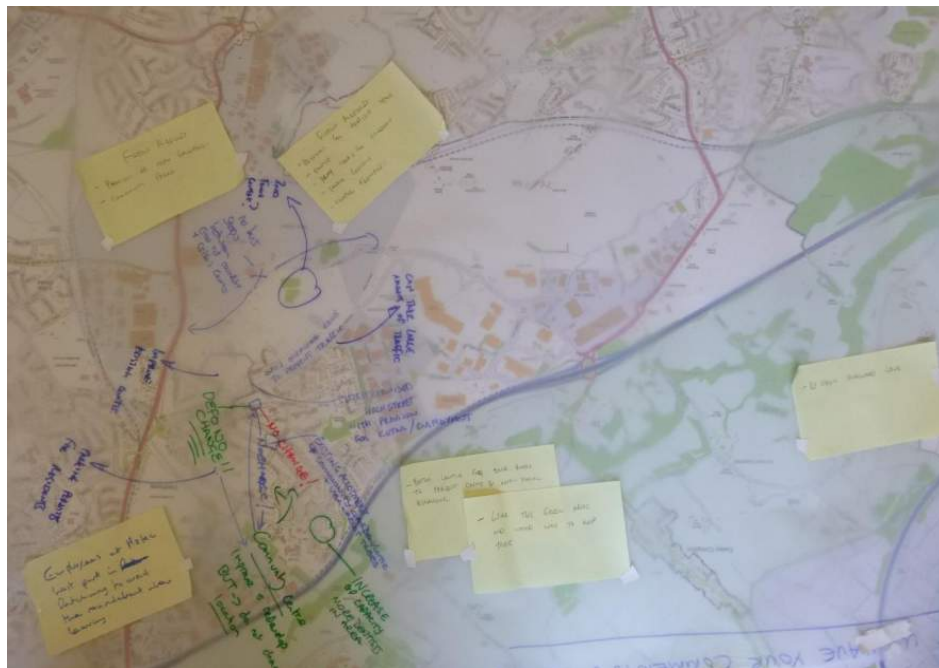
- Access to Patchway Station thrupath, bike lockers.
- Good road networks & transport links as well as plenty of green space & bike/walk routes.
- There are too many cars here already. We need less housing.
- Too many cars in area, Consiton Road is always busy and local roads used as a rat run.
- Parking (plenty) is essential. As a health care professional visiting people homes I have observed new developments with woeful parking provision.
- Traffic is dire – need improved access for Charlton Hayes which is not through Patchway.
- Highwood road should be reopened to ease traffic in Patchway, to make streets safer for the young & old. Also Patchway roads are in great need of refurbishment.
- Bus service frequency in Patchway should not be reduced when the metrobus starts. Local services must not be treated as a ‘feeder’ service.
- Reopen Highwood Road.
- Redirect 75 bus service down Highwood Road away from Consiton – that would reduce congestion and speed of traffic.
- Traffic along Gypsy Patch is very heavy. This makes it extremely difficult to exit from Bush Avenue. The speed that vehicles exit from hatchet Road makes it difficult to express from a standing start. I believe with the proposed metro bus route along Gypsy Patch including the Widening of the Rail bridge with an even faster road, that the majority of drivers treat it as a 40 mph zone and not as 30 mph zone. With the proposed metro bus route along Gypsy Patch including the widening of the rail bridge will make it an even faster road.
- Employers at Aztec West park in Patchway to avoid the roundabout when leaving*
- Parking permits for residents around the community centre area*
- Open Highwood lane to prevent traffic*
- Highwood Lane can take large amount of traffic*
- No bus stops between Glos Road and Cribbs Causeway*
- Re open Highwood Lane*
- New motorway junction between M4 and Cribbs Causeway Rd? (A4018)*
- No because there is a rugby ground underneath*
- Move the traffic away from the A38*
- If there are houses at Filton Airfield they will need shops, schools etc. Where will the cars go?*

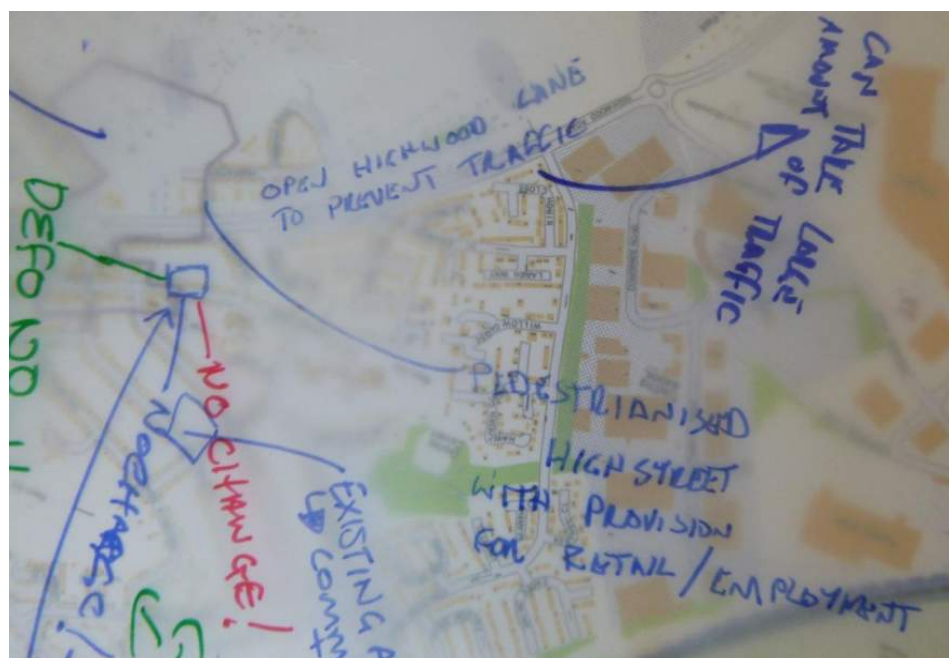
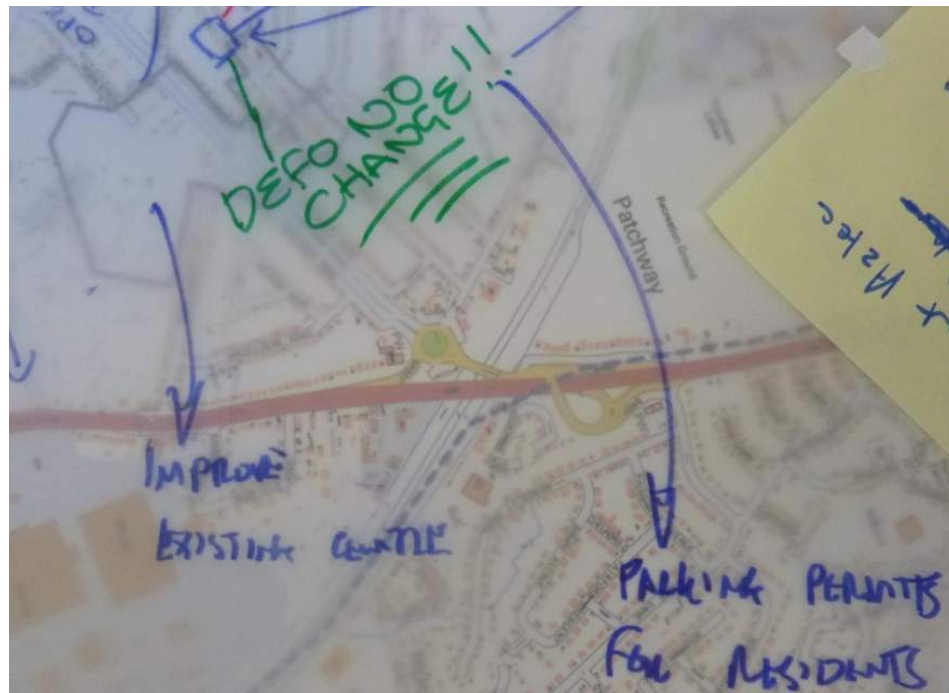
Other comments:

- Is there much point in discussions as previously Patchway people aren’t listened to!!!
- Highwood road should never have been a bargaining chip with developers. There were able to build more houses as detriment to rest of Patchway.
- For the people of Patchway to be actually listened to!!
- Patchway – regeneration needed. Much of estate (old) is run down and in need of some investment.
- The Bristol arena is the Brabazon hanger.
- Second town centre in Filton Airfield site?*
- The boulevard at Charlton Hayes was dual carriageway*
- Houses at Charlton Hayes changed to flats*
- School next to an MOT centre*

Maps

Map 1 (complete and zoomed in)



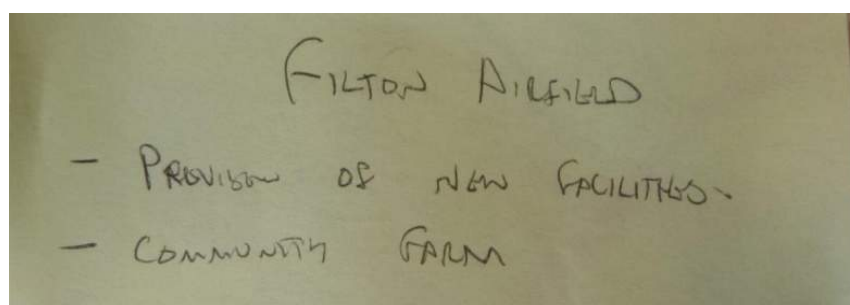
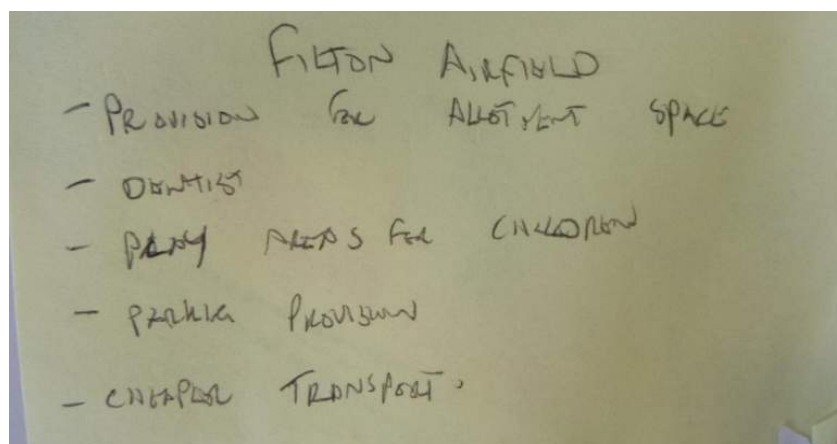


Employees at Aztec
last part in ~~Patchway~~
Patchway to avoid
the roundabout when
leaving.

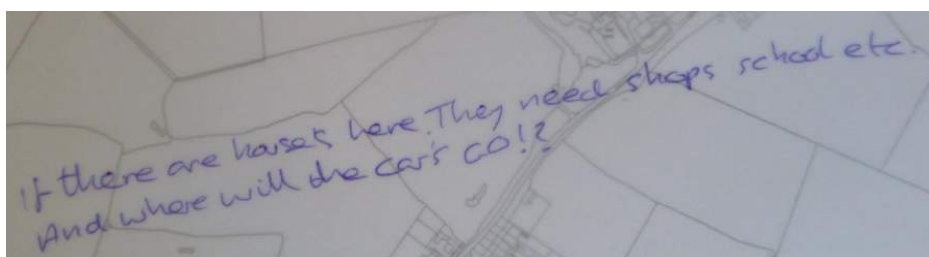
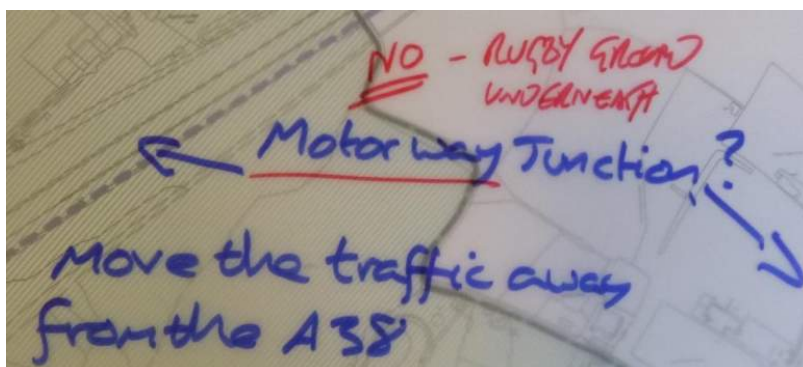
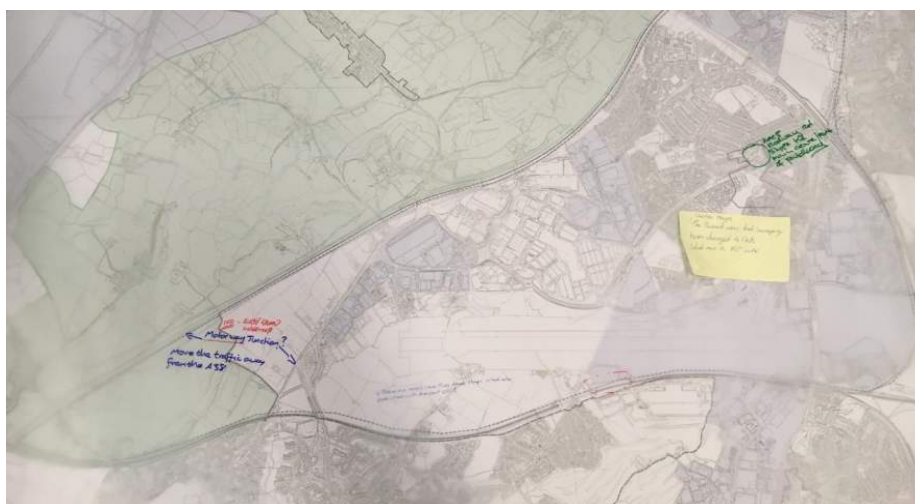
- BETTER LIGHTING FOR BACK ROADS
TO PREVENT CRIME & ANTI-SOCIAL
BEHAVIOUR

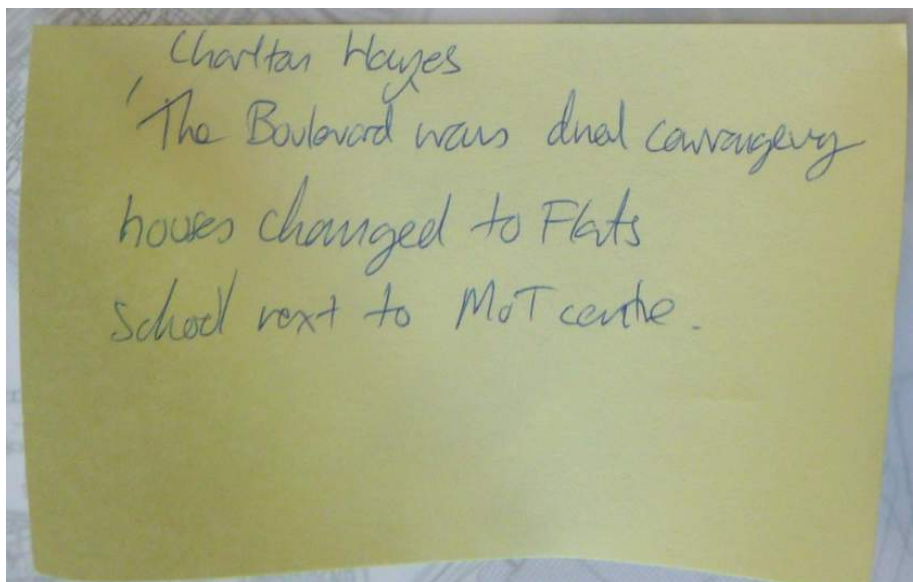
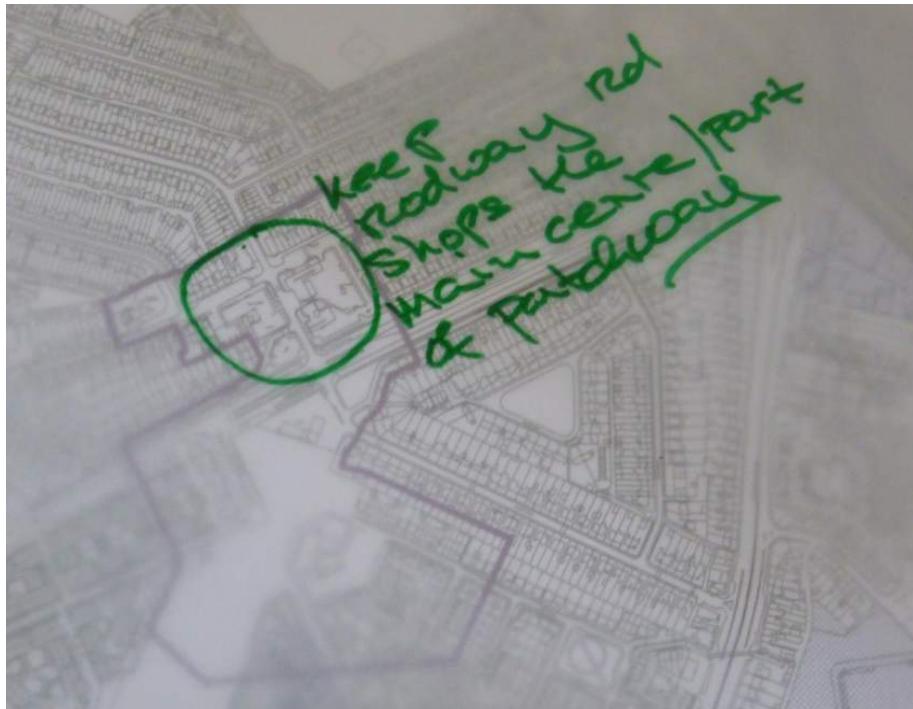
- LIKE THE GREEN AREAS
AND WOULD LIKE TO KEEP
THESE

- RE OPEN HIGHWOOD LANE



Map 2 (complete and zoomed in)





Note: Comments on the map are included in the comments listed above and are marked with an asterisk.

North Fringe Cluster Public Drop-In: Stoke Gifford Event

The North Fringe Cluster Stoke Gifford Public Drop-In Event was held from 4.30pm-6.45pm on Thursday 15th March, at St. Michaels Centre.

Most comments were recorded on flipcharts. Comments marked with an asterisk below were made on the maps provided at the event. Photographs of the maps are also included below.

Comments on Place of Residence/Work

What do you really value and enjoy about where you live/work and your community?

Built environment:

- I live in Highbrook Park – very glad to see the new link road being opened. I think Highbrook is an exemplar development – it stands out among other new build neighbourhoods due to the well-planned layout, green space and interesting use of building materials. It would be good to see more developments like this and not estates that are built using all one material. Highbrook is well-linked for both cyclists and pedestrians and is an excellent neighbourhood.

What qualities, or perhaps particular buildings/features, should be respected/retained and possibly enhanced?

No responses.

What don't you like about where you live, or what would you change?

Parking:

- Parking is an issue for major developments. Build wide roads.

Transport and movement:

- Public transport links need improvement. Agree with post it with comments about Highbrook Park.

Other comments:

- Why is Buckover in the plan? During Metro Mayor campaign, this area would be protected, so why is it back in the plans?
- When planning for new homes, think of good, big homes too. Let the large families get properties at affordable rates.

Comments on Flipcharts and Maps

What type of new homes are needed and for whom?

Affordability:

- For people that cannot afford their own home, especially those with children.
- Co-ownership etc.
- Homes are needed for young people and need to be affordable.
- Affordable housing – also important too many homes are lost to developer's viability assessments.
- Affordable housing – 1+2 beds should be encouraged in S106 agreement in order to fill the gap in the market and allow tenants who are under occupying homes to downsize and free up larger homes for families.

Size and mix:

- Small one and two bed homes needed for first time buyers and small families.
- Apartments/low rise for over 65's – 2 beds - not in over 55 developments owned or managed by large profit making organisations.
- Homes with space for families to grow (gardens, parking etc)
- There is not a shortage of flats

Other comments:

- Should be 'green efficient builds'
- Develop community feel – tackle anti-social behaviour from a minority of social housing tenants. Few destroy good will for the majority.
- Highbrook park = good example of housing development – well planned, close to the train station, cycle path and link road. It is served well by green infrastructure and play ground for children. Houses are spacious and there is a wide selection and appropriate amount of parking – which means there isn't the problem that many other new estates have of cars littering the streets.

What type of premises are required for businesses and jobs?

- Develop stoke Gifford – don't forget to bring this along – it would be a lovely village but needs some investment to encourage local businesses / less retail park approach.
- Modern offices and small premises should be built to attract existing companies as well as start-ups.
- Infrastructure should come at forefront – development should be executed European style where infrastructure comes first and everything else built around it.
- More jobs mean more homes! Required.
- Cutting edge need to be continued to be encouraged.
- Difficulty = competing with Bristol for service sector businesses.
- Business and office space should aim to be environmentally friendly, well located and served by infrastructure and modern in order to attract businesses.

What should new development look and feel like?

- Spacious not intrude too much on skyline, pleasing to look at.
- Harry Stoke so far has been developed ahead of any infrastructure (Highbrook Park). – Green spaces are a positive, however there is no feeling of community, no facilities e.g. community centre, shops, no access to public transport for those who cannot or do not want to walk 20 minutes plus along busy dual carriage ways. Travelling 50 miles per hour plus.
- More trees to help air quality*
- Have identified town/parish areas*
- Town centres to be publicly owned. BS is not
- Somewhere people want to go!! – retail parks will disappear in future with more on-line shopping, leisure facilities served by buses that run past 7pm will be needed. Please don't build another windy bleak centre like Willowbrook Bradley Stoke, not lots of coffee shops.

Location of development:

- Not very convinced a district centre at Filton Airfield can work. Railway Line and A4174 are major delimiters for SG and HS, while MOD/UWE separates off Cheswick Village*
- Patchway (old) needs some attention. Investment in area could make area more desirable! *

What are your views on different/flexible parking and open space standards for parts of our urban areas?

Open Space:

- Litter free open spaces – wardens to monitor.

Parking:

- Parking is a huge issue, don't give people garages give driveways, (garages are not used to cars.) – as road is still not adopted 4 years on parking restrictions can't be enforced.
- As manager of a local business the half hour parking restriction in the village of Stoke Gifford at lunch time is a big problem. I understand the need for restrictions but why not at least 1 hour or maybe 2. It would still stop commuters parking all day - but would help local business.
- Underground parking?
- Parking = needs to be addressed. Inappropriate lack of parking on new developments (in particular) leads to illegal and inconvenient parking practices. Whilst car use needs to be reduced, parking needs to be carefully considered and developments need to be well served by other forms of transport.
- Restricted parking and for it to be monitored.
- Investment in roads to reduce the number of potholes.
- There needs to be parking provision that allows for 2 cars when properties are built as this is currently the reality of the need for our Bristol residents.
- Highbrook Park is designed with no pavements – parking takes place on adopted roads and in visitor parking. There is no enforcement. This is not a good model for development.
- Parking (designated) needs to be owned by management company or scheme. Parking for visitors /services on adopted highway is not enforced.

Walking and cycling:

- How about burying big roundabout on ring road at MOD entrance underground. Then walkers / cyclists could move freely between ASDA shops and Sainsburys Area*
- Make it easier for people to walk/cycle then drive. Highbrook Park = good example of well served development*

Other comments:

- Local amenities are important in order to reduce reliability on cars.

What else might be needed? (e.g. an area specific vision etc, other uses, services, facilities, improvements, skills/schools, health & wellbeing within or outside this area)

Community infrastructure:

- New developments need shops, Dr's surgeries, reliable and affordable public transport, schools.
- Health facilities will be needed, more joint one-stop centres with health and social care provision.
- New hospital in South Glos. To replace Frenchay Southmead already crowded. Too small, difficult to get there and parking.

Centre:

- A good cross section of services, not all takeaways and charity shops.

Transport and movement:

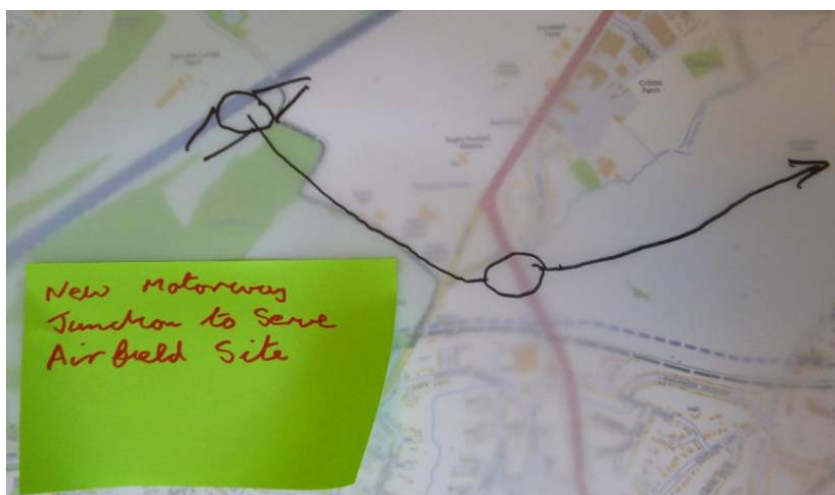
- Adequate road and transport system. A38 now overloaded with traffic. A transport & road system that looks at the big picture, not just creating bottle necks, no through roads.
- Public transport is poor, our nearest bus (20 mins walk away) at UWE stops for 3 months over the summer. This is used by commuters into town, not just students – car reliance.
- Active transport needs to be encouraged – make it easier for people to walk/cycle rather than drive to a destination!
- New Motorway junction to serve airfield site*
- Dangerous roundabouts x2 Feeding Great Stoke Way*
- Lots of congestion at rush hour on Fox Den Road and Brierly Furlong*
- Area is seen as a transport hub for cars – no appreciation it also is a neighbourhood, e.g. litter not dealt with on ring road we walk on.

Other comments:

- Monitor with environment agency over river pollution*
- Heritage plaques and history information boards*

Maps

Map 1 (complete and zoomed in)



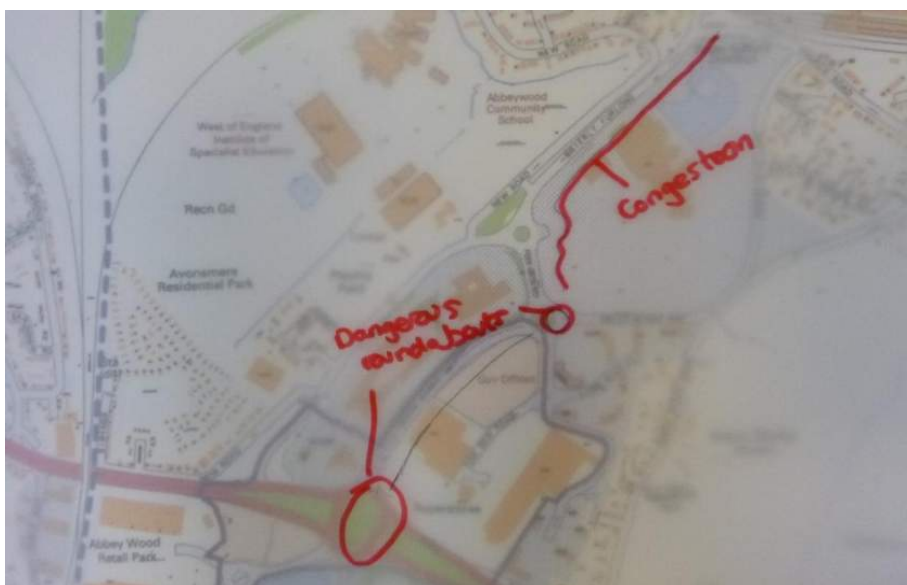
Parking (designated)

needs to be "owned" by
management company or scheme

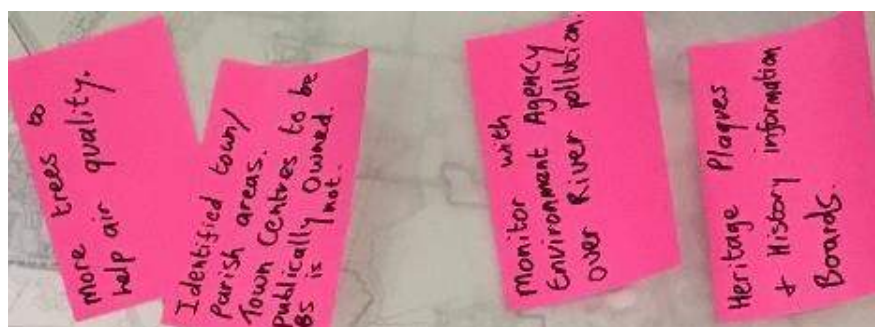
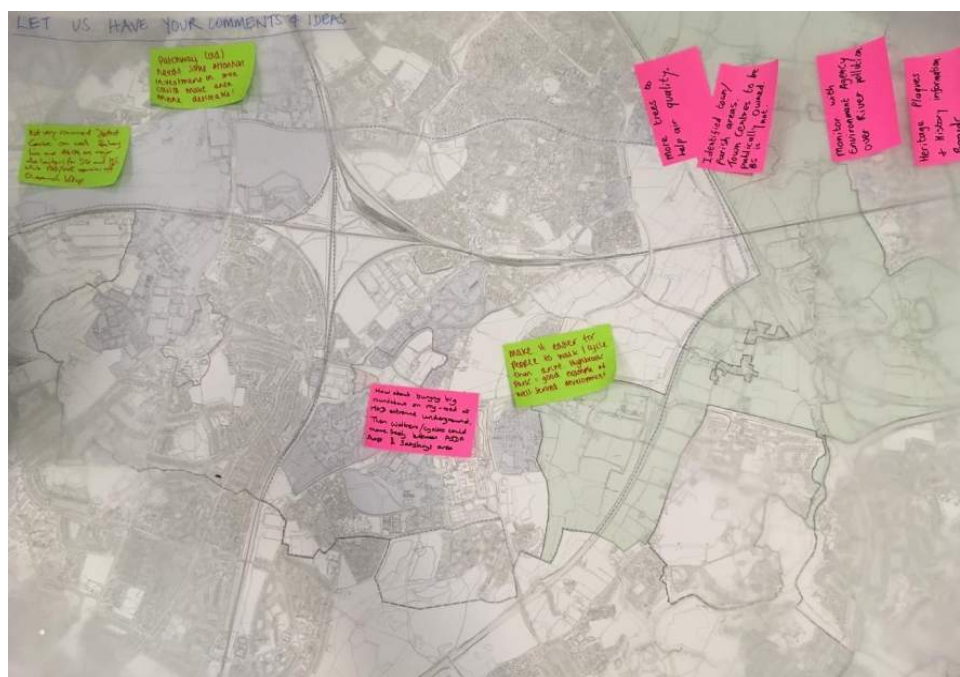
- parking for visitors / residents on
adopted highway is not enforceable
- > causes friction & poor use /
outcomes

High Brook Park

- Designed with no pavements
- > parking takes place in adopted
roads & visitor parking
- > There is NO enforcement
- > Not a good model for dev



Map 2 (complete and zoomed in)



Note: Comments on the map are included in the comments listed above and are marked with an asterisk.

East Fringe Urban Centres Public Drop-In: Hanham Event

The East Fringe Urban Centres Hanham Public Drop-In Event was held 5.30pm-7.30pm on Thursday 8th March, at Hanham Community Centre.

Most comments were recorded on flipcharts. Comments marked with an asterisk below were made on the maps provided at the event. Photographs of the maps are also included below.

Comments on Place of Residence/Work

What do you really value and enjoy about where you live/work and your community?

Community infrastructure:

- Lovely library.
- Lots of community groups here.
- Lots of faith groups here.
- Library and community centre.
- Hanham Baptist Church,
- Community centre.
- Library.
- Sports facilities.
- Youth groups.
- Gym.
- Community centre.
- GP.
- Having a cricket pitch and tennis court, listening to participants having fun when matches are on.

Centre:

- Lovely high street with good shops. Not many empty!
- Hanham High Street.
- Access to local shops and small businesses.
- Pubs.

Environment and amenity:

- Green spaces for health and wellbeing.
- Seeing green fields and breathing fresh air.
- Green fields/Mangotsfield common.
- Enjoy – feeling of open space, countryside.
- Open countryside.
- Enjoy – Avon Valley Woodlands.
- Green spaces.

- Avon Valley Woodlands.
- Green Belt.
- Public playing fields.
- Aspects.
- Open spaces.

Walking and cycling:

- Cycle track.
- The ability to walk and exercise, de-stress with distant views.
- Cycle track available for pedestrians.
- Lots of people out and about walking and meeting up and chatting. I've talked to more people since moving here 5 years ago than in 20 years living in Kingswood.

Transport and movement:

- 2 cities within 15 minutes, 3 shopping centres within 15 minutes.
- Close to the countryside but good access on public transport to the city.
- Regular bus services to Bristol City Centre.
- I value access to public transport, good bus service.

What qualities, or perhaps particular buildings/features, should be respected/retained and possibly enhanced?

Environment and amenity:

- Green Belt.

Heritage:

- Heritage features e.g. dry stone walls.
- Conservation area.
- Historical sites and conservation area at Hanham Abbots.

What don't you like about where you live, or what would you change?

Centre:

- Too many gambling shops.

Environment and amenity:

- Avon Valley Woodlands – problems with car park and motorbikes using nature reserve.

Parking:

- Dislike poor parking on rare occasions that I need to take car into Hanham High Street (I usually walk the 15minute walk).
- Negatives – limited parking for high street shopping.
- Could do with more parking.

Transport and movement:

- Dislikes – unreliable buses, main road traffic.
- Pot holes(!).
- Could do with M4 link at Emerson's Green.
- No more bus lanes.
- Don't like – increasing amount of traffic due to housing.

Other comments:

- Protect the Green Belt and build on brownfield sites.
- The Green Belt in Hanham, Longwell Green – e.g. Avon Valley, is not suitable for development due to heritage, environmental designations and SNI areas of nature conservation importance.
- Housing shortfall does not justify the release of land for housing where development would be seriously in conflict with other local policies KLP40, KLP48/50, KLP69, KLP44, KLP37, KLP78. Quote from South Glos. Character Assessment 2014: These rural hubs are a local landmark and important open space prominent from the defined Urban Edge of Hanham and Longwell Green. This area forms an important Rural Buffer to the remaining skyline and Urban Edge.
- The 'Heritage Gateway' S. Glos. website identifies the conservation area as 'worthy of remaining pasture land to preserve the known medieval earthworks close to existing historic remains'.

Comments on Flipcharts – Hanham

What type of new homes are needed and for whom?

Affordability:

- For Hanham/Abbots we believe that social/low cost homes for people who can never get on the housing ladder.
- Single people!!! Affordable homes for people who are alone, with gardens.
- Mixed affordable on brownfield sites only.

Location of development:

- Houses to be on brownfield not Green Belt or cricket pitches e.g. Kleeneze site.
- Kleeneze.

- Kleeneze to be developed for businesses.
- Infill and brownfield sites.
- Cricket pitches are for cricket not for housing. Alternative cricket ground not accessible and will not be built/ready for season start.
- Keep our green spaces. Build on brownfield sites!
- Make use of the brown field sites available.
- Houses on brownfield sites not Green Belt conservation areas and not cricket pitches.
- Protect the Green Belt – houses on brownfield sites.
- Leave the Green Belt in Hanham alone – built on Kleeneze land and have a small car park there.
- Not cricket or tennis courts, at the moment our children can walk to both safely. Not Gover Park either.
- None on green field sites – infill on brownfield sites.
- No homes on the Aek Boco football club site*
- Green belt to the east of A1474 should not be built on*
- Preserve the Cricket Club*
- Farm has already been sold. 70 Dwellings already built. There will be 100's more in future!*

Size and mix:

- Smaller homes to trade down to.
- Larger homes 3-4 bed for growing families.
- Probably quite a few of us could move into a smaller home (if available) but still want a garden. We could release some of the 3+ bed houses then!
- Smaller properties enabling younger adults to access the housing market – lack of 2/3 bed properties in Hanham/Longwell Green.
- More mixed communities – young people.
- A mixture but within a sensible development density i.e. not too great a density.
- Starter homes: market and affordable, plus homes for growing families and care housing.
- Mixed, with affordable houses.
- Social housing for young families, single and elderly who need support.
- Mixture of shared ownership flats/houses for first time buyers, and retirement flats to encourage older residents who want to stay in the area to sell up and move into something smaller. But not expensive 'retirement apartments'.
- Build more retirement/sheltered housing for social needs.

Other comments:

- Elderly in under-occupied homes need financial incentives or trade services to compensate.
- None. The JSP targets/calculations and therefore the Local Plan are outdated and over-estimated.
- The Green Belt must be re-evaluated. It is a very old designation which is no longer fit for purpose. Most of the land has very little biodiversity.
- Ensure developers do not reduce % of 'affordable' homes – government legislation must be imposed.
- Meeting market and affordable housing need where this arises: sustainable/appropriate expansion of Bristol is most appropriate strategy.
- Perhaps give families in social housing a home until children grow up (e.g. 21). Then reassess needs to free up family size homes.

- What action are we taking about underused or unoccupied housing? Must be on top of this before approving new build! (a national issue).
- Ensure any future development in Hanham has the correct investigations carried out regarding drainage. In particular, land surrounding Hanham Cricket Club where recent developments have caused flooding issues that were not covered by SGC incompetent planners.

What type of premises are required for businesses and jobs?

- Retail and parking for Hanham High St
- A1 retail premises
- Flexible workspace for self-employed; storage and works units.
- More independent shops.
- Café to include child space for families. Drop in sessions for classes and ability to leave and shop locally.
- Majestic Gymnastics looking for space to include leisure, café, gymnastics for community of Hanham. As a mum and business owner this is much needed.
- Cafes, hairdressers, charity shops are too much in abundance. Point made.
- Not retail.
- We do not need more retail, we require small businesses and parking.

Other comments:

- Without parking, attracting good variety of quality shops is a problem.

What should new development look and feel like?

Look and feel:

- Should be in keeping with the style and feel of the area. Semi-rural.
- Safe, small development, which encourage a community feel where neighbours can see neighbours. Garden space, parking, bin stores are all essential.
- Not just houses. Create places for job opportunities (no need to travel elsewhere then).
- Do something different! Good homes. Independent shops. Why not try temporary containers?
- Residential with GP surgery and child education provided for. Public transport.
- More family centred houses, environments and outdoor spaces.

Location of development:

- Retail site would be good for development when all stores close, and car parks!!
- Develop brownfield sites such as Kleeneze which is walking distance to shops and bus stops etc.

- Kleeneze.
- Ensure developers stop 'land banking' and insist on brownfield development before green field development.
- Kleeneze site.
- Not on the Green Belt and current playing field areas.
- Build on Tesco Kleeneze site*
- Kleeneze site – good site for development*
- Would like to see Kleeneze site developed for housing*
- Move community centre to cricket club, or build a new facility on Kleeneze site – more accessible to pedestrians*

What are your views on different/flexible parking and open space standards for parts of our urban areas?

Open space:

- Keep green space for air quality, and physical and mental wellbeing.
- Local people need and use the green spaces – Hanham Hills and views – wonderful wildlife – deer, buzzard, woodpeckers, owls, pheasant, heron, badgers; retain this space.

Parking:

- Go back to offering the old folk centre's car parking as a car park but chargeable.
- Why doesn't the community centre let the community park in the car park like we used to?
- Parking needed for Hanham High Street to maintain business viability e.g. some short term pay & display parking in the Kleeneze development and community centre car park.
- Hanham urgently requires a car park – the High St retailers are deserting us!
- Still awaits new yellow lines to be implemented, Kleeneze site needs to provide shopper's parking or community centre.
- Kleeneze site - I understand there is an issue with parking allocation. I suggest Hanham Community Centre could charge for their parking space*

Transport and movement:

- Better bus links to Bristol, Bath and Keynsham/
- I favour public transport – we need frequent, speedy services that workers would choose to use (as well as those of us with bus passes!). Reduce car usage by better options.

Other comments:

- What does 'open space standards' mean?
- Where are the yellow lines?
- Why is the Hanham Community Centre not acting in the interests of the community? I.e. parking would help boost the local economy.

What else might be needed? (e.g. an area specific vision etc, other uses, services, facilities, improvements, skills/schools, health & wellbeing within or outside this area)

Centre:

- Regenerate the High Street.
- Widen footways through Hanham main shopping area.

Community infrastructure:

- Schools full, doctor's impossible to get appointments. No more houses!
- Current infrastructure in Hanham e.g. schools, doctors, roads, cannot cope with any large developments.
- Better local schools.
- Could the local schools and doctors cope with increased numbers?
- What impact would more houses have on doctors, schools and the road network?
- Why is Hanham Health Centre open? What use?*
- Perhaps build a new academy on Kleeneze site and develop the dilapidated Hanham Woods Academy site*
- Need to keep easy access to libraries, community spaces for social exchange and exercise etc.
- Perhaps Section 106 money should be given to Hanham Woods Academy to improve an ageing site and an OFSTED rated 'inadequate' school – in all areas.

Environment and amenity:

- Plant trees on the Green Belt land and create a diverse habitat for the communities of Hanham and Longwell.
- Green and nature and improving air quality. Have a reserved area. Also, will help with pollution by improving air quality.
- Keep Green Belt and green spaces.
- Green spaces need to be protected. Provide trees and spaces in new development.
- Green spaces are important for wellbeing. Maintaining accessible open spaces in urban areas is important for all age groups in our communities.
- Protect the Green Belt. These are the lungs the Minister talked about.
- Keep the Green Belt, it's there for a purpose.
- Vital for health and wellbeing that green spaces are retained.
- Protect the Green Belt (Hanham Hills).
- Protect and look after Hanham Abbots conservation area and Hanham Hills forever.
- Please protect the Green Belt areas of Hanham. We appreciate our lovely views of wildlife and scenery at the moment, it would be destroyed if development happens.
- Keep the Green Belt – do not endanger the nature reserve Avon Valley Woodlands – used by many and essential for wellbeing.
- Protect the Green Belt and open green spaces.
- Do not build on any Green Belt, or green spaces, or cricket field/tennis. Protect it.
- The Green Belt is there for a reason! "Lungs"*

Heritage:

- Protect and make more of our heritage.
- Conserve the Conservation Area*
- Historic areas along Abbots Road*

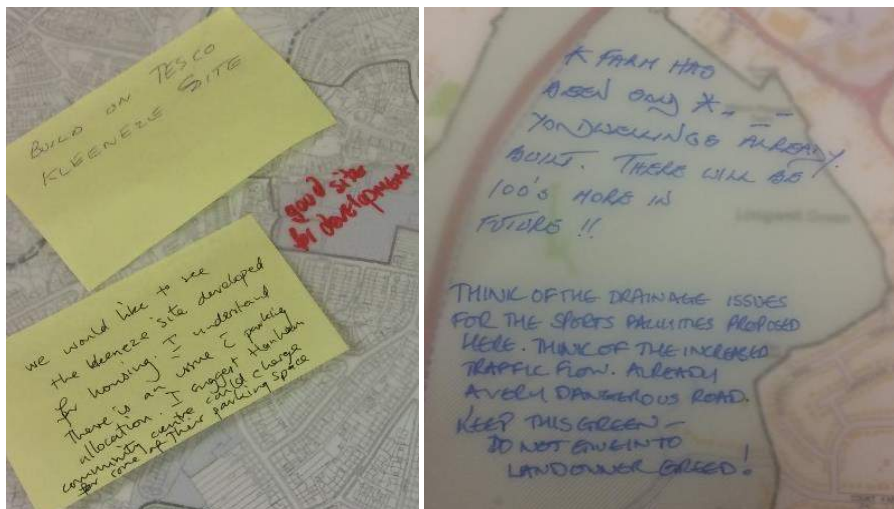
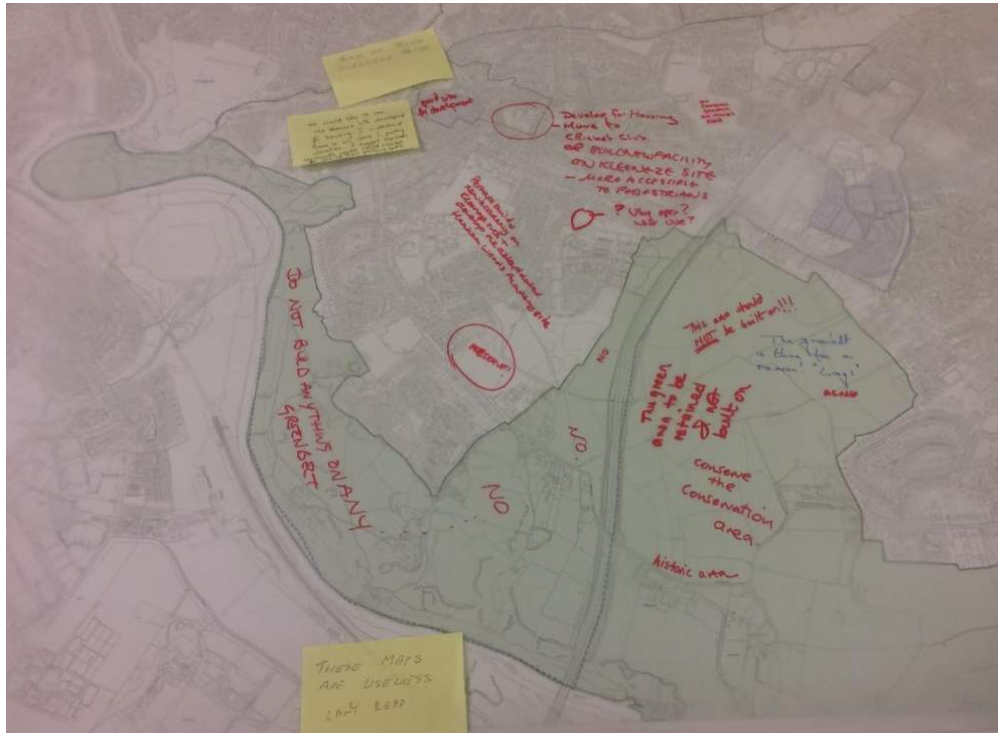
Transport and movement:

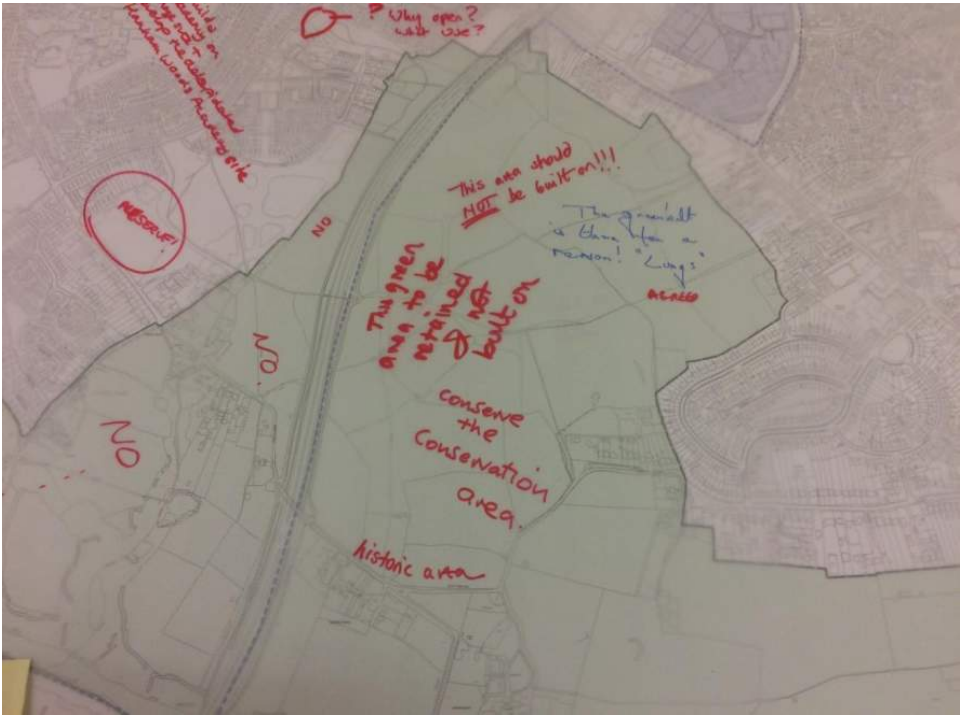
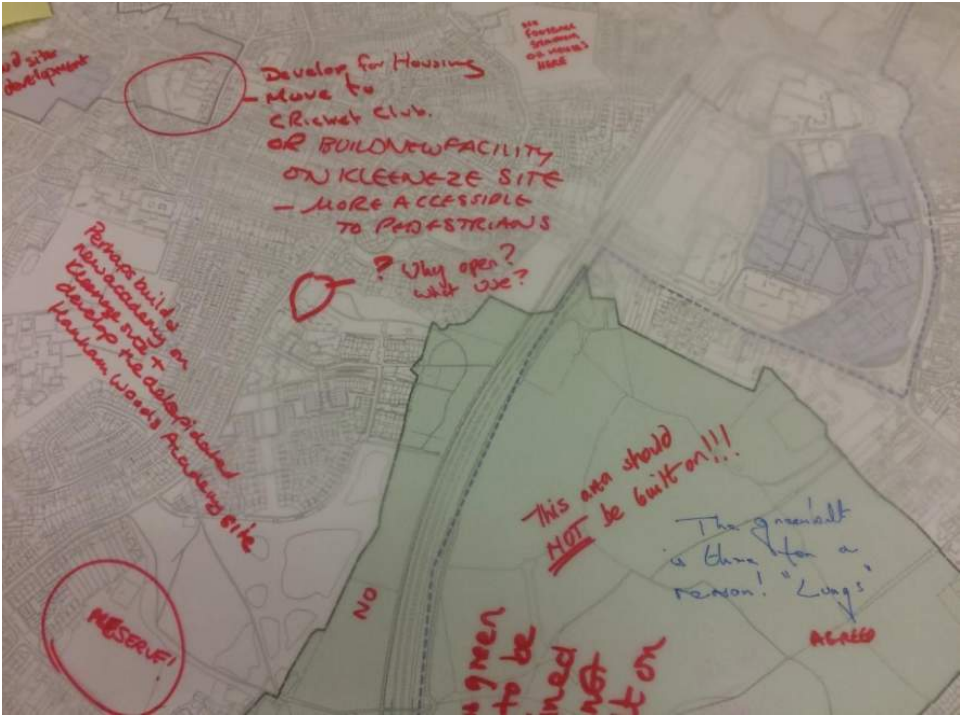
- Improve the cycle path along the river Avon – as per the plan prepared by John Grimshaw some years ago but dropped by SGC, BCC and BANES.
- Not enough parking in Hanham. Kleeneze vacant for too long.
- Keynsham Station – underused resource. Bus service from Hanham and Longwell Green is terrible – 1 per hour and unreliable. Need bus service to take commuters to/from Keynsham Station. Reduce rush hour traffic.
- Make A431 one way only through shopping area – i.e. Bristol bound traffic. Divert traffic in other direction behind shops.

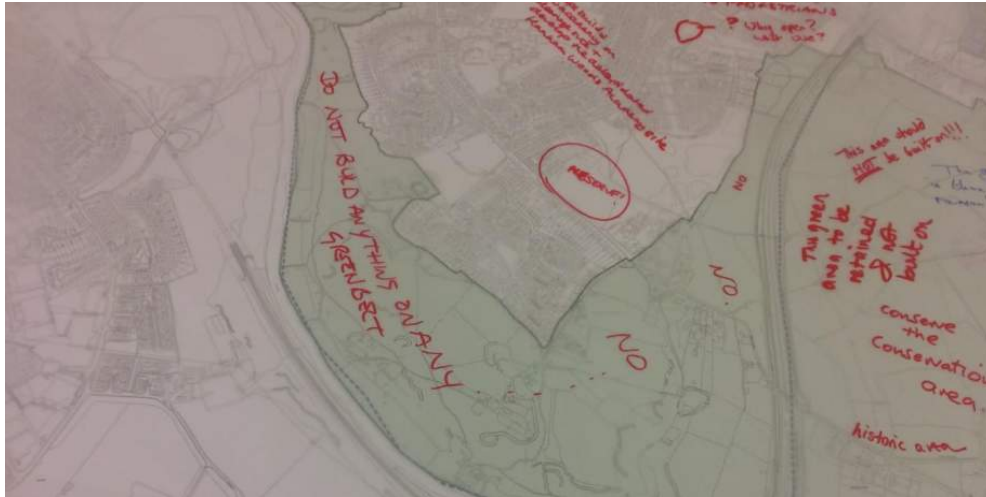
Other comments:

- Mix of longstanding residents and the ex-students of Bristol now moving outwards. Cool Hanham!
- No football stadium on the Aek Boco football club site*
- These maps are useless – can't read*
- Land west of Court Farm Road – Think of the drainage issues for the sports facilities proposed here. Think if the increased traffic flow. Already a very dangerous road. Keep this green – do not give in to landowner greed!*

Map 1 (complete and zoomed in)







Note: Comments on the map are included in the comments listed above and are marked with an asterisk.

East Fringe Urban Centres Public Drop-In: Kingswood and Staple Hill Event

The East Fringe Urban Centres Public Drop-In Kingswood and Staple Hill Event was held 5.30pm-7.30pm on Monday 19th March, at The Park Centre.

Most comments were recorded on flipcharts. Comments marked with an asterisk below were made on the maps provided at the event. Photographs of the maps are also included below.

Comments on Place of Residence/Work

No comments received.

Comments on Flipcharts – Staple Hill

What type of new homes are needed and for whom?

Size and mix:

- Mixed housing development.

Other comments:

- Tall building policy.

What type of premises are required for businesses and jobs?

- Local public houses.

What should new development look and feel like?

- Affordable housing.
- High building one bedroom flats and two bed flats.

What are your views on different/flexible parking and open space standards for parts of our urban areas?

Transport and movement:

- Better town centre presented of bus shelters in Staple Hill town centre.
- Rapid transit link to Bristol and Bath. Shared space cycleway.

What else might be needed? (e.g. an area specific vision etc, other uses, services, facilities, improvements, skills/schools, health & wellbeing within or outside this area)

Transport and movement:

- Better bus services and metro bus route.

Other:

- Clean air zone

Comments on Flipcharts – Kingswood

What type of new homes are needed and for whom?

Affordability:

- Affordable homes.

Size and mix:

- One or two bedroom flats including affordable homes

What type of premises are required for businesses and jobs?

- Retail policy, local public houses.
- Good quality energy efficient premises with good accessibility
- Tall landmark housing building on the library site.
- Hotel in the town centre Travel Lodge/Premier Inn.
- Land mark building.

What should new development look and feel like?

Look and feel:

- Taller building/tall building policy.
- Small scale housing in clusters sympathetic in rural locations to support identity.

What are your views on different/flexible parking and open space standards for parts of our urban areas?

Open Space

- There is no point destroying ancient pasture land to create an alternative recreation centre amidst a large housing development. We need to protect our historic assets to retain individual identity of our hamlets and villages in Siston.
- The ancient commons of sister parish must retain pasture land/green space around them. They are rich in biodiversity (as proven by the SWAG report). The biodiversity will be lost should the green space disappear.
- Access from Kingswood to local green spaces – for recreation, biodiversity, and wellbeing. Ensure that nearby historic commons are protected alongside the Bristol/Bath Green Belt protection.

What else might be needed? (e.g. an area specific vision etc, other uses, services, facilities, improvements, skills/schools, health & wellbeing within or outside this area)

Transport and movement:

- Better bus services to Bristol/Bath.
- Air quality action zone, clean fuel buses, 10-minute frequency.

Other comments:

- Restore the heritage around the Tabernacle site.
- Regeneration of Kingswood town centre including land mark building.
- Bristol city council jointly with South Glos.
- Kingswood town centre working closely with ? Joint urban area.
- Kingswood needs some placemaking effort e.g. develop Halford TaylorMade and surroundings as a community hub.
- Part of industrial estate/retail park around Aldermoor Lane has been bought by Wolverhampton Council Pension Fund*

Maps



Note: Comments on the map are included in the comments listed above and are marked with an asterisk.

Yate Public Drop-In Event

The Yate Public Drop-In Event was held from 6pm-8pm on Tuesday 20th March, at The Ridgewood Community Centre.

Most comments were recorded on flipcharts. Comments marked with an asterisk below were made on the maps provided at the event. Photographs of the maps are also included below.

Comments on Place of Residence/Work

No comments received.

Comments on Flipcharts and Maps

What type of new homes are needed and for whom?

Affordability:

- We need many more affordable homes
- More council houses, affordable, social.
- Council houses.

Size and mix:

- Flexible homes to suit an aging population
- Accommodation for aging population – more bungalows and assisted living – to free up 3-4 bed housing.
- We need places for elderly like Cambrian Green Apartments, flats, bungalows, not with massive gardens.
- Don't make loads of 4-5 bed houses.
- In urban areas multi-storey apartments for singles and couples starting out.
- Need to have more places like Cambrian Green Court for the elderly. Not all 4.5 bed houses, smaller bungalows for elderly. But with good bus connections. Especially Aztec West.

Location of development:

- Don't build on the Green Belt and don't assume to concrete over Iron Acton Parish.

Other comments:

- How many houses and where planned – by village – needs to be showed – can't find anything here telling me that.

What type of premises are required for businesses and jobs?

- Multipurpose hub to include office space for business people on the move*
- Self funding community hubs by providing rental accommodation above*
- Employment should be next to housing so cars are not needed to get to work.

What should new development look and feel like?

Look and feel:

- Fit in with the character and feel of existing homes/buildings. Especially in smaller communities.
- Too much heritage has been lost in our town. Heritage retains the towns character. Yes a town needs to develop but heritage must play a part.
- Pennant stone buildings are characteristic of our area and are unique to it. Design of new developments should reflect our history and geology.
- Retain older buildings so we don't end up with big/bland/housing estates. Lower density than Lyde Green where they are crammed in.
- Green spaces integrated to housing.
- Don't take all the green areas away, let the future generations know what is like to have open space.
- Avoid high rise – 3 storey max.

Location of development:

- Move the ambulance station and fire station to another appropriate site with good transport connections. It would allow space for more shops or housing. Close enough for elderly people's housing
- Why aren't we looking at development at the M4 junction? E.g. Gregory's depot near Tormarton?*
- Don't build on the green belt (and don't change the green belt)*
- Don't fill Beech Farm area with buildings in green belt. It will destroy rural link to Westerleigh*

What are your views on different/flexible parking and open space standards for parts of our urban areas?

Open Space

- Future generations need green spaces and fresh air. Open spaces are critical and should be of appropriate size.
- Green space. No building in Green Belt.
- Protect existing parks and open spaces. Ensure green spaces are included in new developments.
- What is the open space standard?

Parking

- Ensure parking is sufficient per property.
- Not enough parking space now! What about the future?
- We need parking (free) and full day for use when travelling on public transport to Bristol, e.g. hospitals. Current Yate SC parking limit of 4 hours doesn't work for this. Applicable for bus and train journeys.
- *Yate seriously needs an area for all day parking. It is getting less and less possible. How do people park and commute by public transport to Bristol area?*

Transport and movement:

- Do not have a park and ride next to the council offices. It will cause traffic. Get people into buses and on trains.

What else might be needed? (e.g. an area specific vision etc, other uses, services, facilities, improvements, skills/schools, health & wellbeing within or outside this area)

Centre:

- How can you further develop Yate shopping centre – already parking is a nightmare there.

Community infrastructure:

- Better infrastructure. Better health facilities, schools, transport.
- If Chipping Sodbury school intake for summer 2018 has been oversubscribed by 270 applications vs 150 places we need more 2nd school capacity to match housing growth.
- Community hubs to include services for all people. Library, multidemonination church, nursery and coffee shop*
- Where are the old people's homes, and do we need more nurseries and schools? A 6th form college in Yate!*
- More facilities over North Yate.
- More facilities in North Yate.

Design and standards:

- Don't make narrow roads so you can look in the house opposite and no pavement or garden.

Environment and amenity:

- Green space in South Yate, alongside Rodford Way is a xxx of land and could easily take more housing.

Transport and movement:

- Safe cycle ways.
- Park & ride.
- Park and ride.
- Wider roads, main access ones.
- Please provide some sensible information on council aspirations for improving transport infrastructure. So far I can see no proposals to improve the unsatisfactory present position.
- Traffic/transport – I work 4.3 miles away (BS16 1FX – BS37 9XS). This evening I left at 17.05 and got home at 17.50 – this is without 2000 more houses and businesses.
- Lack of established infrastructure. Transport/drainage/roads etc.
- What seems to be missing is a transport strategy! We have problems now at times of the day. Where is the M4 new junction 18a and how will this affect these plans?
- The JSP (and hence Local Plan) will expand Yate/CS/Coalpit Heath housing 50%. To fill it population growth = 2.5% pa. Will transport/infrastructure cope with this?
- Transport issues.
- Improved transport links.
- Why do the draft JSP and the Local Plan prospectus not take account of plans for M4 Junction 18A?
- Get more trains to stop at Yate. This is a fantastic opportunity already well used and could be far better*
- Please consider traffic and especially heavy goods going past Acton Court. Can it be completely protected?*
- More carriages required for the trains*
- Ensure transport drainage and wider roads are included

Walking and cycling:

- There are some really good walking and cycling routes in Yate, and it's flat. Please don't lose them and ideally promote more.

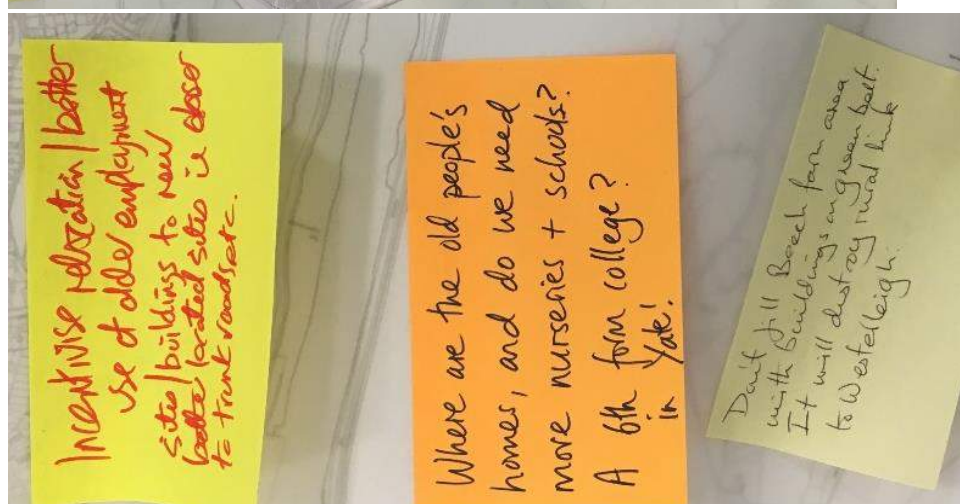
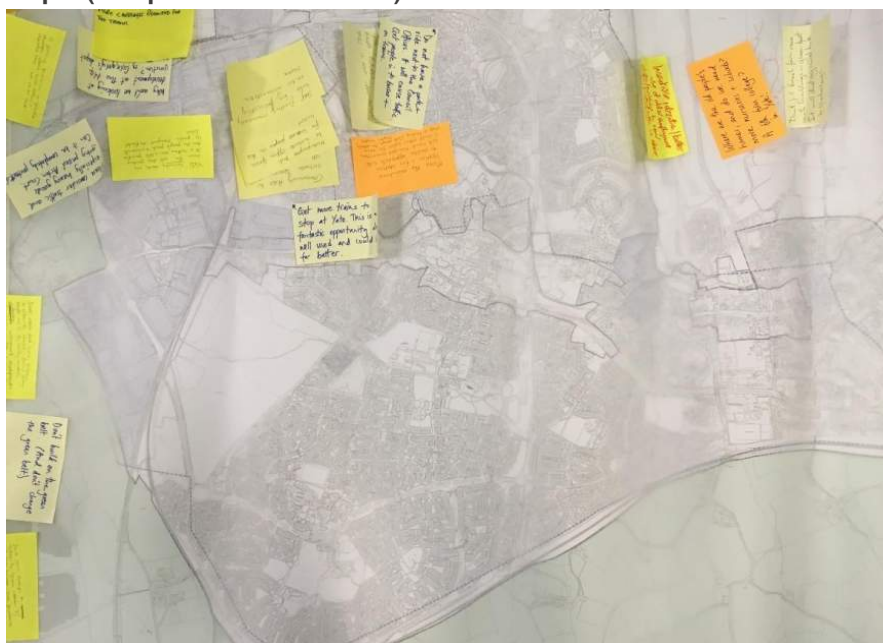
Other comments:

- About time people of Nibley were considered – not an afterthought. Very little/no figures – ideas available. Rubbish.
- Nibley is a village full of listed and historic properties – we are afraid of losing what little green space we have and being swallowed up by Yate.
- Pollution and negative impact on wildlife. Great Crested Newt found in field on Dyers Lane.
- What about the people of Nibley, the history of Nibley and the green space needed by the local people to walk and for wellbeing.
- If planning permission is granted developers should build within a stipulated time – not sit on land*
- JSP did not describe areas properly. Yate is not Iron Acton!*
- Don't allow 2nd home owners to control the market, forcing young people out of the housing market*
- Develop retirement developments to encourage older people to free up their houses for families*
- Don't allow developers to reduce the agreed number of affordable housing once permission has been given*

- Incentivise relocation / better use of older employment sites / buildings to new better located sites i.e. closer to trunk roads*

Maps

Map 1 (complete and zoomed in)



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