



AGENDA ITEM NO. 6

NEIGHBOURHOOD PARTNERSHIP HENBURY AND SOUTHMEAD

2nd July 2013

Report of: Keith Houghton, Area Co-ordinator

Title: South Gloucestershire Development – Follow up to North Bristol Update and drop in events on 5th June 2013

Contact Telephone Number: 0117 922 2135

RECOMMENDATIONS

That the Neighbourhood Partnership:

1. notes the update on the 5th June South Gloucestershire Drop-in events **(points 1&2)**
2. Approves the proposal to develop a planned timetable of influencing activity for our NP area to ensure both South Gloucestershire and Bristol City Council are fully engaged in working with Henbury/ Brentry and Southmead communities in order to maximise the influence on the design and impact of the South Gloucestershire developments over the coming year, as set out in **point 3c**.

1. The South Gloucestershire Public Update and Drop in Sessions took place on Wednesday 5th June in Southmead and Henbury. They were attended by local councillors and 40 members of the public. South Gloucestershire's Strategic Major Sites Team Manager gave a brief presentation about the development proposals for Cribbs/Patchway. Matthew Cockburn from BCC Transport Development and Carl McClure from BCC Planning team set out the roles of their departments in responding to South Gloucestershire's proposals and how they had responded so far

2. Attendees at both meetings asked questions and raised concerns and then discussed the details of South Gloucestershire's plans with South Glos officers and submitted written comments. Full notes and the comments submitted by Bristol residents are attached at Appendices A & B

3. Proposal to take forward further influencing of South Gloucestershire developments:

a. The 5th June events provided the Neighbourhood Partnership and Henbury/Brentry and Southmead with improved contact with both South Gloucestershire Major Sites and with relevant Bristol City Council departments and a better understanding of how and when they can bring influence to bear at key points in the development of proposals.

b. The Henbury/Brentry and Southmead communities need to link both to South Gloucestershire and to BCC departments and ensure they communicate directly with both and influence the messages which BCC departments communicate to South Gloucestershire as a statutory consultee and in practical day-to-day joint working with South Gloucestershire.

c. It's proposed, therefore, in order to set up a process for achieving the above to:

- **Ask South Gloucestershire Major Sites team to set out a timetable for production of the Supplementary Planning Document (SPD) and identify key points at which proposals and background evidence will be produced to support it. The suggestion is to do this through the BS10 Planning Group.**
- **When this information is produced the Area Co-ordinator should set out a timetable for relevant meetings, sub-groups and public events, including when to include BCC departments as participants. Key sub-groups in the NP will be the Transport and Traffic sub-group and, outside the Partnership, the BS10 Group.**
- **That the Area Co-ordinator should produce the above timetable for comment and amendment for the 23rd July NP meeting. This should include a communications plan which can address the problems of short notice identified by participants at the 5th June events.**



South Gloucestershire Developments: Public Update and Drop in Sessions

Wednesday 5th June 2013

Flipchart notes from morning and evening meetings at Greenway Centre, Southmead (am) and Henbury School (pm)

Panel: Donna Whinham ((South Gloucestershire Strategic Major Sites Team); Cllr Brenda Massey (Chair, am session); Cllr Chris Windows (Chair, pm session); Matthew Cockburn (BCC Transport Development); Carl McClure (BCC Planning Policy Officer)

Introductory points

Donna Whinham (South Gloucestershire Strategic Major Sites Team Manager) :

Cribbs Patchway - the development is in South Gloucestershire's Core Strategy – it has been endorsed by Inspector (Growth) so it will go ahead. This development is solely South Gloucestershire's – it's not a shared development with Bristol. Bristol's role is to respond to South Gloucestershire's proposals.

The development will deliver:

- 5,700 houses
- 50 hectares of employment provision “enterprise area”
- Infrastructure - transport – services
- Green space, transport
- A new home for Concorde
- Everything will be set out in the Supplementary Planning Document (SPD):
 - Including the phasing in of Infrastructure
- There will be a formal consultation on the SPD later in the year
- It's an evolving picture
- South Glos and Bristol Health and education are working together
- The SPD will be backed up by detailed evidence
- SPD: the timing is unknown – formal consultation coming out

Matthew Cockburn - BCC Transport Development:

- Development is going to have a major impact – part of his role is working out the effect and how to manage
- Access transport implications – BCC is talking with South Glos
- Persimmon development application for 1,100 houses – this has been put on hold by the Highways Authority, who want to see an integrated transport proposal.
- Steer from BCC North Development – on above application – ‘we need more clarity and want more work to mitigate development’
- Estimated the development will produce 4000 peak hour trips – 1000 additional trips heading south
- BCC Wishlist includes:
 - Contain traffic in site
 - Reduce vehicle use
 - Links to North fringe
 - South Glos funding to Bristol to provide money to improve junctions
 - Developers to fund bus and rail services
 - Good working and cycling, rail and bus links
 - Not allowing traffic access through Fishpool Hill
 - Charlton Road – Bus route, not general access
- Walking and cycling route for Fishpool Hill

Opportunities from the developments for Bristol:

- Improved bus links
- Improved access to jobs/work

Carl McClure (BCC Planning Policy Officer):

- Planning’s role is to produce comments on South Glos Core Strategy
- SPD – Working with South Glos
- BCC Planning is a Statutory Consultee
- Have been making Planning comments on Charlton Common
- Planning feeds through to South Glos NP/Councillor comments: looking to work together
- Planning aims to reduce negative impacts and increase positive impacts of the development

Questions/comments/observations (am session):

- More press, posters for 5th June event needed
- Run-off of water and sewerage impact concern
- Planning application from Persimmon for 1000+ homes – what’s happened

- MC: 'Holding objection has been put in place from highways authority' – Comprehensive transport planning is the goal
- Use of railway line for passengers – is Sth Glos prioritising this?

South Glos:

- use of railway not critical to mitigating impacts
- Subsequently rail link has taken more prominence
- Phasing of infrastructure is coming out later – West of England work going on – it's part of the proposal in the SPD
- Controls to make sure a Bradley Stoke situation doesn't happen? (Facilities lagging behind community growth?)

South Glos:

- Core Strategy – Ensures infrastructure takes place alongside development in SPD – It's phased in
- Charlton Road – Access to get onto site for construction?

South Glos – Not planned yet

- Could construction go via rail?
- Charlton Common station could be updated

Questions/comments/observations (pm session):

Chris Windows:

- Pulling together Infrastructure in developments?:
 - Donna W: How we will tie landowners together to contribute to infrastructure development green infrastructure – the Mechanism is in the SPD
- We need conversation and regular updates
- Put Documents in library – keep Henbury/Southmead included in information loop

South Glos Planning – we're happy to come to NP events and Bristol groups

- Is it a power struggle?

Rail links developments

- CW: Mark Weston seeking funding from Government to extend rail to Avonmouth

- Planning permissions: a Range of applications coming forward

South Glos: there are 6 key landowners; Persimmon outline application in. Some others may come forward.

- SPD: Sets out broadly where different activities will fit

Walking routes – Henbury/Trym

- South Glos would want to enhance them
- Some are formal/some informal

Cribbs Patchway New Neighbourhood – Bristol Drop In Sessions 5th June 2013

Morning Session – Greenway Centre, Southmead.

About 30 attended of which 10 Officers, (Also Bristol Councillors and Councillor John Calway Leader SGC).

CLlr Brenda Massey, BCC.

- Changes in South Glos will affect Bristol residents
- Opportunities to discuss issues around tables
- Will feedback to neighbourhood partnership meeting 2nd July
- Will then feed back comment to SGC

Donna Whinham, Major Sites Team, SGC,.

- Proposals outlined in South Gloucestershire Core Strategy
- This has generally been supported by the Government appointed Inspector.
- Airfield and area 5,700 jobs, 50 hectares of employment land (linked to Enterprise Area) and also community facilities, open spaces, infrastructure etc.
- Needs comprehensive approach to ensure proper delivery
- Need to work with landowners and local communities.
- SPD prepared to help provide clarity – amplify proposals and secure comprehensive development.
- SPD under ongoing review until Core Strategy adopted when the aim is for the SPD to be subject of formal consultation and an adoption process.
- Evolving position.
- Use comment forms to respond.

Matthew Cockburn, Transportation BCC

- Need to assess impact of proposals on transportation within Bristol – watching closely – both Planning Brief (SPD) and individual planning applications (e.g. Fishpool Hill area),
- Development Control North committee has already given a view that there will be too much traffic with inadequate mitigation.
- 1,000 vehicles per hour extra heading towards Bristol
- Wish list of measures to minimise car trips –
 - internalise movements
 - promote public transport, walking, cycling
 - Focus towards jobs and retail etc in the North Fringe rather than towards Bristol
 - Junction improvements

- Bus and rail links
- Avoid traffic on Fishpool Hill
- Charlton Road – Bus only route
- Public transport benefits everyone.

Carl McClure, Policy, BCC

- Co-ordinated response to SGC Core Strategy
- Further opportunity to feed in comment at the later formal stage.

Questions and comments

- Q1 Publicity for meeting too limited – nothing in shops within BS9/10
 - Response – circulation through neighbourhood partnership data base – will go wider in future.
- Q2 Sewerage and Waste – check capacity as existing problems in Southmead.
 - Ongoing studies with statutory bodies – Wessex and Bristol Water.
- Q3 – How can SGC secure an holistic approach – when one application already submitted?
 - Persimmon trying to make progress. SGC keen to work together, SPD will provide co-ordinating mechanism. Persimmon proposals not determined yet.
- Q4 – Heavy Rail – New stations are key to alleviating traffic – is that a priority?
 - Modelling shows that rail is not 'critical' but would be beneficial. Phasing is an issue – need to confirm which part so infrastructure will be emended when- not everything can be funded and delivered in early years.
- Q5 – what influence/control will SGC have over delivery of community facilities – got it wrong at Bradley Stoke.
 - Recognise that facilities must be delivered with development – not always easy to achieve but a key aim. SPD will help to set out and co-ordinate phased delivery.
- Q6 - Fishpool Hill/Charlton Road –will they be used during construction. Can rail be used for transport of materials?
 - Important points to add to feedback comments sheets for consideration in developing proposals.

Evening Session – Henbury School

About 25 attended – including 5 Officers (Also Bristol Councillors and Councillor John Calway Leader SGC).

Cllr Windows BCC –

- Concerns that proposals will impact on Bristol – Traffic already a problem in Henbury
- Development will happen – but need to consider how impacts can be minimised.

Keith Houghton – BCC

- Neighbourhood Partnership to consider issues 2nd July and Feedback to SGC

Donna Whinham, Mattwe Cockburn, Carl McClure

- Introductions as for morning session

Questions and Comments

- Q1 – Avoid issues of late service provision as at Bradley Stoke
 - SPD seeks to achieve this.
- Q2 – Communications – need to talk and engage so that local views are recognised and understood. Will provide for greater acceptance of proposals. Explain what will happen when.
 - Agreed – it is complex but the aim is to have up to date information on SGC Web site.
- Q3 – No good for Bristol residents to have documentation in Yate. Appears as if things are trying to be slipped through.
 - Web site has all plans and applications – local events and networks also help to raise awareness.
- Q4 – Area caught between BCC and SGC. BCC has no control but experiences impacts.
 - BCC has influence – partnership working – co-operation – but SGC has legal duty to make decisions.
 - Also cooperative working on strategic infrastructure e.g. bids to support rail improvements (Cllr Weston meeting Minister).
- Q5 – Planning process – is there a zoning map of what is proposed.
 - Zoning is broad at present – residential and community facilities in west, Employment in east. (Plans on tables). Details will be added over time as part of SPD and planning application processes.
- Q6 – Green spaces and corridors – need to be recognised and safeguarded.
 - Henbury Trym and other routes (public rights of Way) are recognised and aim is to safeguard and enhance them.

Feedback forms – Morning Session

Respondent	Comment	Feedback/actions
1	<p>Request copy of SPD and hard copy of map</p> <ol style="list-style-type: none"> 1. Community facilities must <u>not</u> play catch up. Neither must transport facilities. 2. If a rail link is put in at the beginning this will immediately improve traffic in this area. Construction traffic must be brought in on the new rail link. 3. Stations – there must be one at Henbury and one at Charlton Common 4. Housing Developments – adequate parking space is a must – 2 per dwelling plus room for visitors. 	
2	<ol style="list-style-type: none"> 1. Use rail for building supplies traffic 2. Integrate 'North Brentry' with existing Brentry in terms of schools etc. 	
3	<ul style="list-style-type: none"> ○ Important to be working with the bus companies <u>now</u> to plan orbital routes. Once people start using cars it is very difficult to get them out of them. Public transport from south of the Airfield to, for example, Emersons Green is a major expedition. ○ Importance of natural open spaces – hedges, wildflowers – opportunity for a 'Prince Charles' meadow. ○ Traffic on A4018 – need lights to be synchronised and 20mph limit in Westbury on Trym Village. ○ Think 2026/30 not 2014. Bristol fringes must not 'moulder'. Huge opportunities for this area. Please work with all possible partners at an early stage – universities – blue sky thinking, wildlife trust, local community – harness people's enthusiasms not just their fears and concerns about impacts. 	

4	<ul style="list-style-type: none"> ○ Resident for 25 years (Charlton Road) – very concerned that it will be used as a major route to deliver building materials and heavy plant and machinery. Rumour that Charlton Road was going to be widened and take 12ft from front gardens. ○ Extremely concerned about the levels of traffic once the development is built. Surely most would head towards Pen Park road and Southmead Road. – That route is already terribly congested and with re-opening of Southmead Hospital next year will be at a standstill. ○ I hope you have some very good people in transport department as you will need them. 	
5	<p>Complete support for the approach by BCC that Fishpool Hill and Charlton road are not suitable to take major traffic increase resulting from residential development.</p> <p>Much greater reliance on all forms of public transport in and out of the area is absolutely essential.</p>	
6	<ol style="list-style-type: none"> 1. Please do all you can to reopen Henbury station. This will be for the benefit of new and existing residents, new and existing businesses. This will help alleviate some of the huge additional pressure on our roads. 2. Please ensure the spiritual needs of the new community are provided for. I suggest contacting Tim Dobson a local vicar. (tim.dobson@woodlandschurch.net). Rather than a dedicated church/mosque I suggest ensuring the design of any community spaces can meet these needs. Eg community buildings/schools have a large enough hall for 10% of the new residents to meet in. storage space dedicated to the groups on site. Rent free or minimal from the start. This is important of the schools will be privately owned. 3. Please ensure local services, transport links etc are in before you build houses/roads. They need to be in the first phase. We don't want new residents overcrowding our existing schools waiting for their to be 	

built.

4. Please don't risk the lives of our young people - in particular please don't make the same mistake as Charlton Hayes where the roads are built (dual carriage ways) without pavements. Young people in particular walk along these roads to Cribbs. This is dangerous. There aren't footpaths or crossings. There maybe public transport, but if this is the most direct route people will use it to walk as walking will always be cheaper than public transport.
5. Please ensure construction traffic doesn't use Charlton road or pen park road at all. Maybe use the rail line?
6. Please make it clear if a planning application/consultation requires comments to be resubmitted. It isn't clear whether previous comments are still being taken account of. Please advertise planning applications & consultations through the mead, the Greenway centre, the scart shop as well as the neighbourhood partnerships in north Bristol.
7. Please do all you can to ensure public transport is cheap (£1 per journey)
8. Please provide lots of parking.
 - a. For new businesses. We don't want them parking on the residential streets especially if residents are discouraged from using their cars regularly.
 - b. For the community facilities
 - c. For the residential areas. Children stay at home longer, households have more cars, you can try and force new residents to have fewer cars, but this will be to the detriment of the surround communities. We don't want Southmead/Henbury/Brentry to be used for over flow parking.

Thank you for the opportunity to comment. Please don't hesitate to contact me if you have any questions. Please take the comments on board for all applications/consultations associated with these developments.

7	<ol style="list-style-type: none"> 1. What community services will be provided in the development? 2. How many park and ride sites are included in the development? Where are they? 	
8	<p>Will footpaths and cycle routes be made for walkers and cyclists to travel to Cribbs Causeway?</p> <p>A Park and ride site could be introduced.</p> <p>Honour existing footpaths where possible.</p> <p>Rail Link should be made possible.</p>	
9	<p>It is a great concern that Charlton common doesn't get a mention in the recent SPD. Much emphasis is put on 'green Infrastructure' but a historic common appears to have been completely ignored.</p> <p>Another major concern is the lack of any cohesive plan to alleviate the increased traffic congestion that will inevitably occur throughout the northern fringe of Bristol as a result of the housing development proposed on the airfield.</p>	
10	<ul style="list-style-type: none"> o Consider using Brentry Primary School Site for one of the primary's required o No car access via Charlton Common or Fishpool Road o Adequate health facilities to be in place as early as possible e.g. health centres, dentists, opticians. o Community recreation facilities – also shops, restaurants etc o Consider running shuttle bus form railway stop at Henbury to the Mall and cinema etc. 	
11	<ul style="list-style-type: none"> o Local GPs probably all have capacity to take new patients – (Greenway Community Practice, Southmead Health Centre, Bradgate). o Concern about the quality of development - family houses should 	

	<p>have gardens, Drying/washing indoors is a health hazard so all hoes should have access to outside drying space – also more environmentally friendly.</p> <ul style="list-style-type: none"> ○ Local rail networks should be re-opened and promoted. 	
12	<ul style="list-style-type: none"> ○ Very disappointing turn-out at drop in sessions. ○ Plans poorly defined/too high level to be of any real value and may not reflect final position. ○ The fact that this is being managed by South Glos. Council generates considerable concern. ○ Very unlikely that A38 and A4018, which are already very busy, could cope with increased traffic. ○ Little evidence that the utilities such as gas, electricity, water and drainage would be able to cope with increased demand. ○ The risk of flooding form over development did not appear to be a priority. ○ Concern that the SPD aim of phasing infrastructure with development will not be achieved (as happened at Bradley Stoke) ○ Overall disappointing day – hopefully next session will be much better researched. ○ Transport infrastructure appears based on buses, cycling and walking – this is lunacy. ○ As a walk leader I welcome the walking routes and consider the three brooks nature reserve in Bradley Stoke Worthy of emulating. 	
13	<p>Local people feel that South Gos, despite what they may say, are only concerned about money in to their ratepayers coffers and the 4 million plus residents of the City of Bristol mean very little to them.</p> <p>BCC <u>must</u> be firm where are boundaries are concerned It is our city not south glos.</p> <p>A 'Greater Bristol' is vital. It is so stupid Filton, Downend etc are not part</p>	

	of the City.	
14	<p>Do BCC and SGC <u>really</u> understand the impact on Road traffic in BS10, 9, 7?</p> <p>Charlton Road, Passage Road, Falcondale Road, Pen Park Road, Horfield Common (A38) – how many thousands of cars?</p> <p>We live in North Bristol, it is how we should be considered.</p> <p>Buses? We all know car drivers <u>will not</u> use expensive buses.</p> <p>Bristol is gridlocked already due to car journeys.</p>	
15	<p>In future <u>any</u> meetings around the South Glos developments should <u>always</u> be well advertised in <u>advance</u> over the <u>whole</u> of North Bristol e.g. press, posters etc. After all this <u>will</u> impact on the many thousands of North Bristol residents.</p>	

Feedback forms – Evening Session

Respondent	Comment	Response Action
16	<ul style="list-style-type: none"> ○ Clearly, we in North Bristol need to have plans in place to cater for the changes coming. To make sensible plans we need a baseline of current traffic flows (N to S and N to NW & W into Bristol and back out into S Glos. Then we need a best estimate of the increases flows that will result from the initial Persimmon development and then the other 4700 houses. ○ I understood from you that you might be able to help me access data relating to the above need. 	
17	<ul style="list-style-type: none"> ○ Station Rod – keep it and make two-way. ○ Need a Church (Contact Paul Townsend via Keith H.). ○ Retain footpath that runs form Premier Inn (Cribbs Causeway) through to Charlton Common and onto A38. 	
18	<ul style="list-style-type: none"> ○ Need small business units 500 -1500 sq ft with cheap rent for start up etc. 	
19	<ul style="list-style-type: none"> ○ Poorly attended meeting- limited publicity ○ Speakers could not be heard ○ Flip Chart was useful record of points raised ○ Maps were unclear – Key roads should have been marked ○ Hopefully publicity and presentation will improve ○ Transport and infrastructure are most pressing issues. ○ Need to consult with and informal local residents ○ Will miss semi-rural nature of area. 	
20	<ul style="list-style-type: none"> ○ Told that only link through form Charlton Road would be bus only - but Airbus/Redrow has planning permission fpor a 6.4 m road (PT11/2581/F 	

	<p>with a 3m wide pedestrian /cycle lane. This is a link form the pePersimmon development with a drip-drip effect and is not aprt of the Major Sites Core Strategy. This should be stopped as it is not part of the picture for the SPD.</p> <ul style="list-style-type: none"> ○ Charlton Common has been left out of the Core Staregy – every other common was mentioned apart form this one. It seems deals have been dome with Redrow prior to the Core Strategy. 	
21	<ul style="list-style-type: none"> ○ Hope housing not built first and schools and terh things years after like Bradely Stoke. ○ Consultation with Bristol over transport, buses and trains. ○ More consultation with Henbury and Brentry residents – not Yate or Almondsbury. 	
22	<ul style="list-style-type: none"> ○ No through road from development to Charlton Road as this would create a rat-run. ○ Vital to get Henbury Station back in use – this would ease congestion – part of the loop. ○ More space required for commercial activities ○ Houses should be designed and built around bus routes. ○ The effect on local communities will be horrendous – care should be taken to that their welfare into account. ○ If all else fails keep the runway open. ○ Request copy of workshop briefing pack for BS10 Group 	