

Public Forum

Public Forum for Cabinet



Date: Tuesday, 1 November 2022

Time: 4.00 pm

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Please note that the views and information contained within these public statements are those of the individuals concerned and not of the Council.

By participating in public forum business, we will assume that you have consented to your name and the details of your submission being recorded, published online and within the minutes.

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Public Forum

1. Statements and Questions

Agenda item 8 - Recommissioning Special Educational Needs and Disabilities Information Advice and Support Services (SENDIASS)

None

Agenda item 9 - Temporary Accommodation partnership

CS09.01 Councillor Dyer

Agenda item 10 - Bristol Local Plan Local Development Scheme (LDS)

PS10.01 David Redgewell,

PQ10.01 & PQ10.02 David Redgewell, South West Transport Network

PQ10.03 & PQ10.04 Bristol Tree Forum

CQ10.01 Councillor Hornchen

CQ10.02 Councillor Bennett

Agenda item 11 – Household Support Fund (October 2022 – March 2023)

CQ11.01 Councillor Townsend

Agenda item 12 - Financial update report - November 2022

CQ12.01 & CQ12.02 Councillor Wye

CQ12.03 Councillor Dyer

(Pages
3 - 13)



Statement: CS10.01

Cabinet – 1 November 2022

Re: Agenda item 9 – Temporary Accommodation Partnership

Statement submitted by: Councillor Dyer

This agenda item is a timely reminder that although new build housing tends to generate and dominate most of the debate and headlines, it is not the only source of additional housing available. Although the current proposal is a relatively short term solution whilst more longer term solutions are being developed, it nevertheless has an important role to play. The simple fact is, that in the situation we currently find ourselves in, all potential avenues need to be explored as we seek to tackle the long standing problem of homelessness and the need for more temporary housing that is also more cost effective.

Working in partnership with other organisations, in this case UHBW, to make empty or underused existing properties available has a key role to play in Bristol's housing solution, alongside that of new build homes. In a similar way, the potential to repurpose existing buildings that may no longer be required for their current or previous use to further increase the supply of housing, and especially affordable housing, also warrants support. Reuse of existing buildings is also likely to result in considerably less carbon emissions than the vast majority of new builds especially where "new build" also involves the demolition of existing structures.

Nevertheless, conversion of existing buildings needs to ensure that the design specification adheres to the Equality Act 2010 otherwise councillors and officers are prevented from fulfilling their Public Sector Duty Requirement as the possible needs of those who may require such accommodation cannot be met. Accessibility for residents with mobility issues or who use a wheelchair cannot be excluded from such services in perpetuity by way of architectural redesign. Whilst the expansion of the temporary accommodation estate is needed, this cannot override the need to ensure that any children accommodated there are kept safe and feel safe or that such services are provided by those more interested in turning public money into private profit.

As Bristol City Council continues to review its estate and current assets, I trust that due consideration will be given to the potential for reuse and repurposing of any assets assessed as surplus to future requirements.

I therefore welcome this decision being made today.

Statement: PS10.01

Cabinet – 1 November 2022

Re: Agenda item 10 – Bristol Local Plan Local Development Scheme (LDS)

Statement submitted by: David Redgewell, South West Transport Network and Railfuture Severnside

Regarding the Bristol local plan. Firstly it is of South west transport and Railfuture Severnside that the plan is balanced in right direction But we still need a regional plan focus on plan as well.

But because of projects like metro west railway system. With new lines being opened from Bristol Temple meads to Pill and Portishead. Bristol Temple meads to Lawrence hill Stapleton road, Ashley Down, Filton North Henbury for Cribbs Causeway, Bristol to Gloucester line With stops at Lawrence hill, Stapleton road, Ashley Down Filton Abbey Wood Bristol Parkway station, Yatton Charfield Cam and Dursey, Stonehouse Bristol road and Gloucester central

With Stonehouse Bristol road and Charfield new stations as well as Horfield in Bristol, Ashton Gate station on the Bristol Temple meads station to Portishead line, On the Bristol Temple meads to St Anne's Park, Keynsham, Salford Oldfield Park Bath Spa Freshford Avoncliff Bradford on Avon, Trowbridge Westbury Warminster or Frome, Again St Anne's Park and Salford. Need protection in the local plans

With the Bristol Temple meads to Lawrence hill Stapleton road, Montpellier Redland, Clifton Down station, Sea Mills, Shirehampton, Parkway Parkway Avonmouth Dock St Andrew Road and Severn Beach. And the Bristol Temple meads station to Bedminster, Parson Street Nailsea and Backwell, Yatton for Clevedon, Worle Parkway, Weston Millon, Weston Super Mare, Highbridge and Burnham on Sea Bridgwater and Taunton.

Metro West will need to be in the local plans the city and county of Bristol. Banes Council, South Gloucestershire Council and North Somerset Council. West of England Mayoral Combined Transport Authority joint local transport plan. And a city regional plan

Mass transit system which we fully support in all 4 local plans and the joint local Transport plan.

As will bus service corridor in City Region Transport Project including North Somerset Council. Only 8 bus services actually stay in the city boundary. We need to protect Railway sites for new stations in the local plan at St Anne's Park Ashton Gate, Henbury, Filton North, Horfield, Ashley Down.

The same applies to Sub regional housing policy economy Development and Education and Health provision. With the university campus at UWE outside the city boundary. Also the need to build more homes it's very important that the 4 councils work together in the city region. The Bristol Port is in North Somerset Council city and county of Bristol and South Gloucestershire Council Severnside.

On the Bristol local plan We welcome the Bristol City Council Policy of Regeneration of the city centre and North and South Bristol. Especially on building more houses in the city centre and flats in between Green space and lungs and especially children play spaces.

Broadmead shopping centre facilities needs rebuilding and regeneration as major South West shopping centre for residents and Tourists need investment we welcome the redevelopment of the galleries shopping centre including housing both market and affordable housing.

Castle Park need regeneration but must be as fine parkland and preservation of the castle. the demolishing of the former Bank building are welcomed we welcome the investment in Bristol Harbour and the Regeneration especially near western Harbour and Redcliffe Quay and Temple quay and Bristol Temple meads station and Temple quarter. Old market area also need a regeneration plan along with Lawrence hill , roundabout Easton and Lawrence station area. Southmead cribs causeway Patchway we welcome. the development of this area with South Gloucestershire council And bus link and metro west train service from Bristol Temple meads to Lawrence hill, Stapleton road Ashley Down Filton Abbey and Filton North for the YTL Arena. In future the whole Henbury loop lines need to be used as far as Avonmouth Dock from Filton Abbey wood Filton North and Henbury .

We welcome new housing in whitchurch and Hengrove including mixed Development New housing in chiswick and lockleaze. This area need more community facilities and and a station at Horfield.

All these sites lead to mixed Development the most important issues is affordable housing and rented housing and council housing. We welcome the new housing site alongside the M32 in st Paul's and st werburge.

There is still lot of housing land mixed use Development and Regeneration land in Bedminster for redevelopment. Parts of East Bristol and knowle the city need to focus on higher densities and more affordable homes and council homes.

Whilst we welcome. Regeneration of South Bristol Hengrove/ whitchurch area also whitchurch in Banes .

In Brislington we wish to see the former North Somerset Railway line used for a cycle way and mass transit system from Bristol Temple meads station to and the city centre to Arnos vale, Brislington, keynsham, Salford, Newbridge, Weston and Bath. And to South Bristol via Hengrove.

Bristlington village needs regeneration of the High street and shopping centre.

But the following site in south Bristol need to protecting Bristlington meadows. Part of Western slopes, knowle, and yew tree farm in yardley which we hope along with SERA will be removed from the local plan But would welcome further Development around a new Ashton Gate station and metro bus station and the park and ride site but some of the Development would be in North council area .

We need a south Bristol Development brief with City and county of Bristol North Somerset council, and Banes council. To look at future mixed Development with in South Bristol. Their still slot of Development land we would like to redeveloping around knowle west, Fillwood Broadway.

We need park and ride site at the top of the M32 and interchanges. On the A4017 at Henbury/ cribs causeway with a new station. A4 at Bristlington soon to move to Hick Gate in the Banes local plan .

But the land between Bristlington and keynsham needs careful planning it's in Bristol , Bath Green Belt The local community keen not to see Keynsham and Bristlington stockwood and whitchurch joined up .

We need a Development brief and Policy for Kingswood Town centre with South Gloucestershire council and Fishponds and staple hill / Downend.

We very much welcome the issue around walking and cycling facilities new cycle and bus and coach lanes. We a policy on waterfront and Ferry services and terminals in Bristol city Harbour and the Natham / Feeder canal.

We need a policy that details with university campus and colleges.

A strong policy on the Tourism economy. Public houses Bars restaurants hotels B and B night time economy. Transport interchanges and Public toilets.

Bristol city centre need a proper coach station to replace Bays in Bond street and the bus station. Bristol bus and coach station the Haymarket and the Bearpit need a Regeneration plan.

The Hospital quarter around university Hospitals Bristol and Weston super mare.
And Southmead hospital and south Bristol Hospital at whitchurch including Green travel plan.
We welcome the clean air zone in central Bristol and removal of the car from Queen sq Bristol Bridge and the oid city.
But need more planning for disabled people.
The city local plan needs to take account of Disabled and people with limited mobility.

We very much welcome to Bristol city local plan it need to very read across the city region with the west of England mayoral combined Authority, Banes, South Gloucestershire and North Somerset councils Highway England National Highway s and Network rail western route. Bus and coach operators.

David Redgewell South west transport Network and Railfuture Severnside.
Brendon Taylor Bristol disabled equalities forum

Question: CQ10.01 & CQ10.02

Cabinet – 1 November 2022

Re: Agenda item 10 - Bristol Local Plan Local Development Scheme (LDS)

Question submitted by: David Redgewell, South West Transport Network

1.

With the progress on the Bristol local plan which we welcome with a strong Development strategy for Housing the economy and the Environment but with government expecting local Authorities in city Regions to work together on planning Transport and Economic policy - What progress under the duty to co operate is being made by Mayor Marvin Rees with West of England mayoral Combined Authority and the metro mayor Dan Norris and leader of North Somerset councillors Steve Bridger, Toby Savage South Gloucestershire council and councillor Kevin Guy to coordinate the local plans around Transport, Housing, Economy, Growth Environment and Climate Change policies.

2.

With Mayor Rees's strong commitment to a Green city after COP 26 and climate change policy is it now the city council view to remove a number of the city Green lungs from the development plan? ie Bristlington meadows, Yew Tree the last farm in Bristol part of western slopes from the plan.

Whilst building and regenerating Brown field land with higher densities in the city centre and regeneration site like Lockleaze and Chiswick, City central area, Bristol Western Harbour, Temple meads station and Temple quay and St Phillips marsh, Former Airfield at Hengrove, Whitchurch, Lawrence Hill, Southmead Cribb Causeway and Patchway new neighbourhood and looking at other major developments site for regeneration around Lawrence Hill and Barton Hill, city centre Knowle, Lawrence Weston, Avonmouth, M32 Bristol Harbour to improve the Public transport Network walking and cycling facilities whilst balancing the need to build more homes and housing communities jobs and Employment sites economy growth, Health care and schools college and universities whilst protecting one of the most Beautiful cities in South west England.

Question: PQ10.03 & PQ10.04

Cabinet – 1 November 2022

Re: Agenda item 10 - Bristol Local Plan Local Development Scheme (LDS)

Question submitted by: Bristol Tree Forum

Preamble:

The document 'Bristol Local Development Scheme 2022 to 2024', states:

Subject of the plan: ...

The review will: ...

- *Incorporate approaches to strategic policies as indicated in the NPPF;*
- *Allocate sites for development to assist in meeting development requirements and designate land for protection or specific planning purposes. Specific needs to be addressed will include new homes, land for workspace, and education; ...*

Paragraph 8 of the National Planning Policy Framework (NPPF) states:

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating

Question 1:

Why does the review not include the third of the three overarching NPPF objectives - the environmental objective?

Question 2:

Will the review include policies which incorporate the recent declarations of:

1. Climate and ecological emergencies; and
2. The Council's unanimous resolution to protect the Green Belt and Bristol's green spaces?

Question: CQ10.01

Cabinet – 1 November 2022

Re: Agenda item 10 - Bristol Local Plan Local Development Scheme (LDS)

Question submitted by: Councillor Hornchen

Please can the Cabinet member for Planning provide an update on the development of Bristol's emerging local plan?

Question: CQ10.02

Cabinet – 1 November 2022

Re: Agenda item 10 - Bristol Local Plan Local Development Scheme (LDS)

Question submitted by: Councillor Bennett

In 2020, the Government imposed a 35% uplift on the largest cities housing targets, in effort to meet former PM Boris Johnson's manifesto commitments. Since the top-down housing targets were scrapped by another former Prime Minister, does the administration have a view on removing the 35% uplift from the emerging local plan?

Question: CQ011.01

Cabinet – 1 November 2022

Re: Agenda item 11 – Household Support Fund (October 2022 – March 2023)

Question submitted by: Councillor Townsend

Household Support Funding allocated to Bristol City Council has been confirmed at £4,039,965 from a national total of £500m

£500m seems a very rounded number and not one that is necessarily reflective of actual need for this type of support. Too often we see local authorities having to compete with each other for limited funding that fails to fully address the problem at a local level but sounds good at a national level in a press release.

Question:

Was the £4m or so of funds allocated to Bristol City Council reflective of the level of need in our city, as identified by the Council, or is it more a reflection of what was deemed Bristol's "fair" share of the total amount of national funding available by the Conservative government?

Question: CQ012.01 & CQ12.02

Cabinet – 1 November 2022

Re: Agenda item 12 - Financial update report - November 2022

Question submitted by: Councillor Wye

I note from the financial update report that there is £5.1 m savings for 22/23 described as “at risk”.

Question 1: Please could you provide more detail about the specific budget lines that are under delivering and briefly outline any mitigation plans.

Question 2: Will this level of detail be available for the planned Budget scrutiny meeting on 22nd November?

Question: CQ12.03

Cabinet – 1 November 2022

Re: Agenda item 12 - Financial update report - November 2022

Question submitted by: Councillor Dyer

As I write this question in late October, I realise that there is no guarantee that the Prime Minister currently in office will not have fallen prey to yet another round of Tory Party self-interest and political social climbing.

Nevertheless, following yet another Tory Prime Minister failure, it has now been announced that the 31st December Financial Statement has been delayed until mid-November (assuming there has not been yet another Tory coup). The last prime minister lasted 45 days, this one is clearly expecting to last at least half that time.

For many families and businesses, this delay in announcing important financial information will further increase the stress, uncertainty and worry as they try to plan for the future within a climate of chaotic political and economic turmoil that not been seen since the early 1980s.

Very few of us outside the current Conservative cabinet have the levels of wealth that they are able to fall back on to protect them from the Conservative Party's ever more desperate attempts to avoid facing the judgement of the British public in a General Election. Indeed many Bristol residents are increasingly reliant on support provided via the council – however the council itself is facing several budgetary pressures, in large part due to poor decision making by the series of train wreck chancellors and prime ministers we have had to put up with.

Question:

Can the Mayor or Cabinet Member for Finance give us some indication of how the delay in publishing the December 31st Financial Statement will impact on the council's budget setting agenda, including the work being done with Scrutiny, and what adjustments are having to be made in order to ensure that the council is able to address the budget pressures and risks to services already identified in the MTFP [Medium Term Financial Plan] recently presented at council'?