

## Report on Questionnaire Answers

Questionnaire: Local Plan 2020

Question: [13: Urban Lifestyles] Do you have any comments on individual loca...

Respondent Name	User Response: Text	Response Created
Adam Gould	n/a	27 Feb 2021
Alan Jones - Hanham & District Greenbelt Conservation Society	<p>Hanham: The principle opportunity for current development is the former Kleeneze industrial site mentioned in the consultation. This brownfield development has taken an interminable length of time - even now, the proposed development layout has still not been published. The location is, as stated an opportunity for a mixed development, close to shopping and transport links and an opportunity for both Homes England and SGC to demonstrate the substance of their aspirations - to provide mixed 'beautiful' developments!</p> <p>The density of accommodation/ha, has not been made public, but surely can provide somewhere close to the 69units/Ha average, of Urban density, and considerably more than the 21units/ha achieved on the 'flagship' Hanham Hall development, which incorporates office accommodation, cafe, allotments/ greenhouses and large recreational spaces - a demonstration of what can be done!</p> <p>Much of the available land surrounding Hanham, is designated Greenbelt and from social media postings, has provided much solace and exercise space to the local population through these difficult times. We cannot let these wonderful assets be subsumed by yet more housing, to the benefit of turnover and profit margin of national house-building contractors.</p>	26 Feb 2021
Andrew Rigler	Urban should mean housing development of town centres to increase level of occupation density and therefore trader footfall. Building outward from a centre is not desirable or sustainable. Otherwise I fully support the response from TRAPPD.	31 Jan 2021
Andrew Shore	<p>Parkway Station to UWE is already being too urbanised. Too much development here already. There are less urban settlements in and nearby that area suggested urban lifestyles area, which need to be respected.</p> <p>Instead, we need more of a balance across more areas, rather than urbanising some and leaving others completely as they are from the past.</p>	01 Mar 2021
Angela Chapman	<p>I live in the Kington area Of Thornbury . Below I have outlined many of my concerns. You have to live here to appreciate what would happen if any further building took place. It's too near the river Severn , would alter flooding and make it worse not better, we'd loses all our wonderful wildlife and education for future generations.</p>	23 Feb 2021
Angela Crabtree	<p>Please see the Trapp'd Response.  (Thornbury Residents Against Poorly Planned Development)</p>	28 Feb 2021
Anne Thomson -	No	21 Jan

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Burbank Neighbourhood Watch		2021
Ann O'Driscoll - North Bristol SusCom Ltd	Orbital connectivity across the North and East Fringe needs to be addressed. The East Fringe is very car dependant and the North Fringe suffers from severe congestion (pre-Covid). There is also a need for better walking, cycling and bus infrastructure to connect housing areas with employment and leisure locations (Bristol Arena, Bristol Zoo moving to Wild Place Project, The Mall etc). Many people living in the East Fringe have very little alternative but to drive over to the North Fringe or down the Ring Road towards Hicks Gate to access employment, leisure and hospitality. So further growth in both these areas needs to address those connectivity deficits.	01 Mar 2021
Ashfield Land	Please see enclosed representations.  7.17 We do not have any comments on the individual locations set out.	31 Mar 2021
Barrie Hesketh	Possibly but would have to consider individual area's	16 Feb 2021
BDW South West	It is considered that the emergence of the East Fringe now has capacity for further Eastwards development to tap into existing infrastructure in addition to creating its own in the form of a new community with associated mixed living/working/ community facilities uses.	19 Apr 2021
Bloor Homes	<p>Deliverability:</p> <p>4.2 The consultation document references the challenges in pursuing urban intensification – including the need to ensure development appropriately reflects the character of the locality, balances intensification against the delivery of private amenity spaces, and safeguard wider development uses (such as community, open space, employment, retail/leisure) so that these are not lost in local communities in the pursuit of housing alone.</p> <p>4.3 In allocating sites for development, it will be necessary to demonstrate that they are deliverable (within first five years of the Plan period) or developable (within subsequent years of the Plan period). This requires the identification of sites –alongside clarification that they are suitable, available and viable. A robust assessment of sites will be required to support their allocation.</p> <p>4.4 For years 11 - 15 of the Plan period, an allowance for non-identified Urban Lifestyles could be made. Consideration would need to be given as to how this would differ from the existing windfall delivery of housing within the urban areas – given existing policy is generally permissive to redevelopment proposals.</p> <p>Housing Need:</p> <p>4.5 The consultation document indicates that the delivery of apartments will be key to this strategy. Before the nLP progresses to the next stage we recommend that the Council commission an evidence base to ensure that there is a need, and market demand for, apartments within the urban fringes of Bristol, and South</p>	01 Apr 2021

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	<p>Gloucestershire’s wider urban areas.</p> <p>4.6 In this regard, we note that the evidence base supporting the JSP indicated that the need across the Wider Bristol HMA (Bristol, North Somerset and South Gloucestershire) was split 30% flats and 70% houses. However, historically, the area delivered 58% flats (with 80% of housing completions in Bristol between 2010 - 2018 being flats). At that point in time, existing commitments, windfall and the assumptions underpinning the urban living scenario indicated that the Wider Bristol area would overprovide flats by some 30% - this is significant.</p> <p>4.7 The over-provision of flats which does not match market demand could have a number of negative consequences. First, it is likely to will result in a low rate of housing delivery, as the market adjusts to the lack of demand, and secondly, it will may result in a decrease in the value of flats – rendering the aspired scale of regeneration within the consultation document unlikely to be deliverable. Thirdly, the demand for houses would likely inflate the price of homes on the second hand (aka non-new build) market, resulting in a greater price disparity between the alternative types of accommodation. Finally, there is also potential that house purchasers will look further afield to meet their housing needs, resulting in a greater propensity for long-distance commuting. It is crucial that the proposed split between homes and flats is informed by a robust evidence base, and any strategy which emphasises the delivery of flats apartments through densification will only be appropriate if this is supported by a robust evidence base of need that the output will match demand (across the entire SDS area).</p>	
<p>Bloor Homes and Maximus Strategic Warmley Ltd</p>	<p>6. URBAN LIFESTYLES:</p> <p>6.1 A large part of the current consultation document is devoted to the theme or building block of “urban lifestyles.” Central to this is the identification and delivery of previously developed land to meet the housing requirements of the emerging Plan. Before the quantum of new housing to be delivered from the source is identified, it will clearly be important not just to know the housing requirement and the SDS, but also the quantitated and qualitative needs of employment land within the existing urban area, as well as the sort of “urban capacity” approach that we have advocated elsewhere within these representations. No doubt the Council will be undertaking further site-specific work in this respect as the Plan making process progresses. That will certainly be required in order to fully understand the quantum of development which can reasonably be relied on from the existing built-up area. We look forward to further opportunities for consultation as this work progresses.</p> <p>6.2 There is clearly much detail within the emerging consultation document, and further work required, which may suggest the benefits of design guidance and perhaps supplementary planning guidance to inform the urban intensification agenda.</p> <p>6.3 Significant issues will need to be taken into account including:</p> <ul style="list-style-type: none"> <li>• The timescales often associated with bringing forward previously developed land, taking into account fragmented land ownerships and infrastructure requirements;</li> </ul>	<p>29 Mar 2021</p>

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	<ul style="list-style-type: none"> <li>• Viability issues of previously developed (and sometimes contaminated) land which will need to be properly tested through the Plan making process;</li> <li>• Competing land uses within the existing urban area and importantly the need to ensure sufficient employment land to continue contributing to the economy;</li> <li>• The need to protect important open spaces et cetera as part of any open intensification agenda;</li> <li>• Further public consultation on site specific proposals and extensive public support at a local level for greater height and density.</li> <li>• Market indicators such as urban lifestyle accommodation often being showed towards 1 and 2 bed (not social housing) and purchasers’ expectation for greater levels of private amenity space in response to Covid-19 experience.</li> </ul> <p>6.4 For the housing trajectory to be robust, sufficient specific sites need to be identified, and the emerging Local Plan should wish to avoid an over reliance on “unplanned windfall.”</p> <p>6.5 Within the scope of these representations we have not addressed the relative merits of different areas for the emerging urban lifestyle policy focus, we would however urge the Council and others to avoid any suggestion of conflict between the different building blocks – for example at Warmley an urban intensification strategy could be greatly assisted by an urban extension strategy with both being required to meet the housing in employment needs of the District:</p> <ul style="list-style-type: none"> <li>• Infrastructure improvements can improve connectivity between the City Centre, urban area, and potential urban extension locations;</li> <li>• Existing residents in the urban area can benefit from new employment land on urban extension sites;</li> <li>• New residential urban extensions can relieve the pressure on existing urban employment locations (often otherwise under pressure for a change of use).</li> </ul>	
Bloor Homes South West Ltd - Land at North West Yate	<p>Whilst it is not completely clear how this section of the document relates to the building blocks we do support the identification of Yate as a key location suitable for accommodating additional development in the new Plan period. We support the intention to ‘investigate further growth and change’ at Yate as it is a key town within the existing and future settlement hierarchy for South Gloucestershire. Where relevant this can include consideration of how ‘urban lifestyles’ development may be appropriate, but if this is solely part of an approach to use of existing urban sites, then there are likely to be only limited options available at Yate, and the main potential for additional growth (beyond areas within or near to the town centre) will be on sites adjacent to the existing urban edge.</p> <p>It is relevant to consider the various evidence base documents which supported the now withdrawn West of England Joint Spatial Plan (the JSP), and the Plan submitted for Examination by the relevant Authorities (including South</p>	25 Mar 2021

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	<p>Gloucestershire), which identified Yate as a key location to accommodate significant growth in the region. The submitted JSP identified that around 2,000 new homes together with associated development and infrastructure should be planned for at the North and West of Yate as one of the SDLs. Overall it is important that the potential at Yate (as evidenced via the previous JSP process) is not overlooked in preparing the Council’s new Plan, including the fact that Yate is capable of accommodating a significant proportion of the growth required in the new Local Plan in South Gloucestershire.</p>	
Brian Hackland	See 11 above.	26 Feb 2021
Bristol Zoological Society	<p>Communities of the Bristol North Fringe:</p> <p>5.12 We welcome the detailed consideration of this area within the consultation document and believe there are issues that will need to be addressed in detail as the Plan progresses. We note reference to the Wild Place within the description of several other past and future developments:</p> <p>“The area has developed as a series of distinct communities with a number of mainly suburban developments from 1930s –1990s. Significant new housing developments have been recently completed at Charlton Hayes and Cheswick Village and more are planned within the new neighbourhoods at Cribbs Patchway (on the old Filton Airfield) and at Harry Stoke, increasing the size of the local population. There have been difficulties in the past with providing supporting infrastructure such as Schools, Public Transport and community buildings at the right time, ahead of or alongside the development of the new homes. Integrating old and new communities and ensuring that the benefits of growth and investment are felt by all communities is important. There are increasing levels of inequality in some areas, with higher levels of unemployment and deprivation, partly due to changes in employment in the area in recent Decades.</p> <p>The urban area of the North Fringe is developing as a tourism destination with the completion of the Aerospace Bristol museum and a planned major new arena complex in the historic Brabazon Hangar at Filton Airfield. There is also a cinema and leisure complex at The Mall and leisure centres at Filton and Bradley Stoke. These complement significant attractions in the rural areas adjacent to the North Fringe -Bristol Zoo’s Wild Place and the Wave surfing lake.”</p> <p>5.13 We would support the need to address this historic under provision of infrastructure across the North Fringe. This is particularly true of transport and accessibility and we note the consultation document suggests:</p> <p>“The North Fringe benefits from excellent rail, Public Transport and road connections.</p> <p>Bristol Parkway rail station provides links to Bristol City Centre, London and South Wales, benefitting from electrification of the mainline. There are two further local rail stations at Filton Abbey Wood and Patchway. Further investment in rail is planned, including improvements to Parkway rail station, the opening of the</p>	25 Mar 2021

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	<p>Henbury Spur freight line to passenger services and two new rail stations at Henbury and North Filton. MetroBus services connect North and East Fringes to Bristol City Centre and South Bristol, with the planned MetroBus extension from Parkway to The Mall via Cribbs Patchway New Neighbourhood currently under construction.</p> <p>There is a good network of local bus services and significant Public Transport hubs at Cribbs Causeway and UWE, which have national services, MetroBus and local connections connecting at their bus stations.</p> <p>The North Fringe has direct access to the M4, M5 and M32 Motorways, and is crossed by the A38 and A4174 Ring Road. The area has a good network of strategic, off-road cycle routes. In particular, the Ring Road path and Concorde Way offer good connections to major employment opportunities at the North Fringe, Bristol and Bath Science Park, and Bristol City Centre. However, roads, rail lines and large campus-style developments with limited permeability, are a significant physical barrier to walking and cycling movement in the area.</p> <p>The pedestrian links around the rail station to existing town centres and employment areas could be enhanced too. Walking can be made less attractive by the sometimes-long distances between destinations, the proximity to major roads, limited crossing facilities and poor design of pedestrian routes. There is a need to plan for, and provide, fully connected local and strategic, walking and cycling routes into and through the area. We should also build on the potential of the existing network of cycle and walking connections, to help address Climate Change, congestion and quality-of-life issues” (Our emphasis).</p> <p>We welcome this recognition of the need for a significant intervention in the North Fringe.</p> <p>5.14 We support the actions proposed within the consultation document under the heading of “the challenge for the future in the North Fringe”:</p> <p>“The key role for our new Local Plan in this area is to attract investment, improve the attractiveness of the area as a place to live and work, and reduce inequalities through:</p> <ul style="list-style-type: none"> <li>● optimising the density of development in accessible locations through the Urban Lifestyles’ approach;</li> <li>● enabling new business investment and connectivity, focused on the TEC ARC concept;</li> <li>● integrating and delivering a range of new homes that reflect the range of people that will want to live in the North Fringe in the coming years;</li> <li>● planning for, and providing, higher-quality and better-connected green infrastructure and open space;</li> </ul>	

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	<ul style="list-style-type: none"> <li>● continued investment in Public Transport and digital connectivity, with improved walking and cycling opportunities, to link people and places of employment in the North Fringe to key services and facilities, including shops and retailers in town centres and retail parks in the area;</li> <li>● ensuring that supporting services and facilities, like community, sports and education facilities, are planned for as the area grows and changes;</li> <li>● providing more flexible and adaptable shops and services for residents and workers, through regeneration and master-planning, with a focus on creating well-designed places.”</li> </ul> <p>5.15 This is important context when considering the future of the Society’s land interests:</p> <ul style="list-style-type: none"> <li>• Planned developments in the surrounding area will change the nature of neighbouring areas and should provide the opportunity to allow better connectivity to the improved Zoo from housing, other leisure uses and transport facilities/ interchanges;</li> <li>• The increased scale and activity resulting from the Society’s investment could benefit from the opportunity for further investment in infrastructure (including Public Transport/cycling);</li> <li>• The scale of the Society’s proposed investment in this area means that it should be a major stakeholder in the future infrastructure planning as it will be a key destination in this policy area;</li> <li>• The Society’s expansion plans provide opportunities for other stakeholders (residents &amp; businesses) as an employer, leisure use, customer in the area etc.</li> </ul> <p>5.16 Whilst car journeys are likely to continue to be an important transport mode for some of those visiting the Society’s site (and both the Council and Highways England will play an important role in planning for wider growth across the area on the local road network and its Motorway junctions), there is also the opportunity to reduce the dependence on private and/or Fossil Fuel vehicles to the Society’s site for some journeys – consistent with the “achieving sustainable travel and transport” potential priority. The Society has a major programme of investment relating to improving sustainability in all that it does.</p> <p>5.17 The Society’s recent decision to close its Clifton site and focus its activity within South Gloucestershire with significant further investment and planned increases in the number of visitors clearly needs to be looked at in parallel with existing and new plans to improve the accessibility of the North Fringe in general and the improved attraction in particular - we look forward to the opportunity progressing those plans and discussions with the Council, Highways England and other stakeholders in coming months.</p>	
Cate Davidson - Sodbury Town	The proposals for Yate are refreshing, both for the town centre and for Station Road. Regenerating this area, and connecting the station to the town along an	03 Mar 2021

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Council	attractive road would greatly enhance the town and improve connectivity to Bristol.	
CEG and the Charfield Landowners Consortium (CEGCLC)	Please see accompanying covering letter.	23 Apr 2021
Charlcombe Estates	It is important in identifying the locations that they are deliverable. All too often sites are identified but are not actually available or deliverable within the time set out.	04 Mar 2021
Chris Rich - Mizmo Communications Ltd	No comment.	11 Mar 2021
Chris Stow	I live on the outskirts of Thornbury and due to a large amount of ‘unplanned’ housing recently it may be problematic in providing much more housing without impacting on the existing amenities to the detriment of everyone in the community.	08 Jan 2021
Christina Biggs - Friends of Suburban Bristol Railways	Thornbury and Buckover in particular cannot be considered as an Urban Lifestyle area solely on the strength of a new station at Charfield. Charfield is the opposite direction from Bristol and very few people will bother to drive in the wrong direction. No work should be carried out to develop Thornbury as an Urban Lifestyle area unless Thornbury Rail Line is reopened and adequate infrastructure such as drainage, sewage and electricity and broadband put in place. MetroBus is totally inadequate in terms of transit time into Bristol and will be subject to the usual pinch-points at roundabouts and bridges. FirstBus have publicly reported the congestion that existed for the M1, M2 and M3 routes. Please investigate a light rail line from Thornbury to Yate and the Westerleigh Oil Depot Line to Emersons Green as a matter of urgency, and talk to the Bath Trams Area Association and the Transport for Greater Bristol Alliance about their tram plan which includes Thornbury.	27 Feb 2021
Chris Willmore - Yate Town Council	<p>Page 106 to 110 – Urban lifestyles 2 – Suggested Locations - Yate:</p> <ul style="list-style-type: none"> <li>• We do not consider Yate is a suitable location for any major new housing development, it needs time to absorb the 1,500 already built and the 2,500 being built before more development could be even considered, because new development has a massive impact on community infrastructure – and we need the time as a community to integrate the new developments and the facilities they need.</li> <li>• The one exception is that we consider SOME development in the town centre could take place as part of an integrated vision in the masterplan, but we have set out our very strong concerns about excessive residential development in the town centre and its impact on future flexibility. We are not a city centre and are deeply worried that in this context ‘urban lifestyle’ will translate into high density and no facility housing – and at the same time reduce the flexibility we need for the future of our town centre.</li> <li>• We are troubled that the urban lifestyles section when it suggests Yate does not</li> </ul>	16 Mar 2021

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	recognise explicitly this notion, that we only have one town centre, and we need it to do a whole range of jobs, now and flexibly into the future.	
Claire Normoyle	<p>We have already made clear that Thornbury needs to be considered under a separate category as an historic ‘market town’, not bracketed with the fringe of Bristol (and arguably Yate) as subject to considerations for growth appropriate to an ‘Urban Lifestyle’. However, given that your consultation document has no such category we give our comments on brownfield development in Thornbury in this section of the questionnaire.</p> <p>We support the principle of brownfield development where it meets a local need in terms of type and quantum of housing (including questions of genuine affordability), provided it is accompanied by an appropriate investment in infrastructure, including health care. We would also express the caveat that any large additional quantity of housing should avoid contributing to significant additional commuter miles by means of private transport. The attributes of the type of housing to meet genuine local need may relate to this point, as well as provision of appropriate public transport sufficient to attract a high modal share.</p> <p>Applying this logic to Thornbury, the first point that needs to be made is that since the last census in 2011 approvals have been given for 1,703 new houses, representing a 34% increase in the size of the town almost overnight. This is on top of considerable development in surrounding villages such as Falfield and Tytherington that rely on Thornbury for much of its services. This growth has been met with almost no investment in infrastructure, with applications getting away with a presumption that the Community Infrastructure Levy (CIL) will suffice, when in reality the levy has gone into the Council coffers with next to nothing coming back.</p> <p>As a result, residents are becoming increasingly concerned about the pressure on services, most notably on healthcare, schools, car parking and congestion on the A38. Moreover, this is with only 55% of those applications having already been built out by March 2020 according to the 2020 AMR.</p> <p>The resultant deficit in infrastructure support needs to be redressed first, before we even consider what may be required to support further brownfield development. In terms of the question of what is required to meet local housing need, we defer to the emerging Neighbourhood Plan which deals with this question in Policy 9.</p>	19 Feb 2021
Claire Smith	<p>Areas already undergoing regeneration should be looked at again like Filton airfield, the land surrounding Cribbs Causeway. I understand Charlton Hayes didn't get the Doctors surgery they were allocated funds for as the funds were spent elsewhere.</p> <p>It seems crazy decisions are made on incorrect DAP's, surely this needs to be dealt with before decisions are made. Otherwise what is the point in the DAP?</p>	26 Feb 2021
Clara Goss - Redrow Homes Ltd	<p>Pegasus consider that opportunities for urban living should only be considered in those locations that comprise the wider City of Bristol.</p> <p>Yate and Thornbury should not be considered for urban lifestyle development. Any new development in these locations should respect their existing form and character as market towns.</p>	26 Apr 2021
Clifton Homes	Please see accompanying representations referenced:	24 Mar

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(SW) Ltd	<ul style="list-style-type: none"> <li>• 482 A3 CC 250221 FINAL Local Plan Repls – Land North of Haw Lane, Olveston.</li> </ul>	2021
Colin Gardner - TRAPP'D	<p>We have already made clear that Thornbury needs to be considered under a separate category as a historic 'market town,' not bracketed with the fringe of Bristol (and arguably Yate) as subject to considerations for growth appropriate to an 'Urban Lifestyle.' However, given that your consultation document has no such category we give our comments on Brownfield development in Thornbury in this section of the questionnaire.</p> <p>We support the principle of Brownfield development where it meets a local need in terms of type and quantum of housing (including questions of genuine affordability), provided it is accompanied by an appropriate investment in infrastructure, including health care. We would also express the caveat that any large additional quantity of housing should avoid contributing to significant additional commuter miles by means of private transport. The attributes of the type of housing to meet genuine local need may relate to this point, as well as provision of appropriate Public Transport sufficient to attract a high modal share.</p> <p>Applying this logic to Thornbury, the first point that needs to be made is that since the last Census in 2011 approvals have been given for 1,703 new houses, representing a 34% increase in the size of the town almost overnight. This is on top of considerable development in surrounding villages such as Falfield and Tytherington that rely on Thornbury for much of its services. This growth has been met with almost no investment in infrastructure, with Applications getting away with a presumption that the Community Infrastructure Levy (CIL) will suffice, when in reality the levy has gone into the Council coffers with next to nothing coming back.</p> <p>As a result, residents are becoming increasingly concerned about the pressure on services, most notably on healthcare, Schools, car parking and congestion on the A38. Moreover, this is with only 55% of those Applications having already been built out by March 2020 according to the 2020 AMR.</p> <p>The resultant deficit in infrastructure support needs to be redressed first, before we even consider what may be required to support further Brownfield development.</p> <p>In terms of the question of what is required to meet local housing need, we defer to the emerging Neighbourhood Plan which deals with this question in Policy 9.</p>	15 Mar 2021
Crest Nicholson South West Ltd - Land at Harry Stoke/East of Harry Stoke (South)	<p>North Fringe Urban Lifestyles Area – Parkway Station to UWE:</p> <p>In principle we support the comments around maximising the accessibility to/from and through the area. This must however reflect the principles that have already been established through Outline Planning Permissions at Harry Stoke and East of Harry Stoke (South), and not create uncertainty by seeking to revisit any already consented masterplanning principles.</p>	12 Apr 2021
Cribbs Mall Nominee (1) Ltd	<p>The previous Local Plan prospectus, recognised that that higher density development could be achieved in the Cribbs Patchway New Neighbourhood but</p>	30 Mar 2021

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and Cribbs Mall Nominee (2) Ltd	<p>shied away from recognising the important role that The Mall and Cribbs Causeway could play in the future in creating a more integrated and connected neighbourhood.</p> <p>Our client therefore welcomes the Phase 1 document’s recognition of Cribbs Causeway’s potential as an ‘Urban Lifestyles’ development area and our client agrees that use of the land within their ownership can be better optimised to create a more sustainable community.</p> <p>The document recognises that The Mall and Cribbs Causeway has a very large number of Public Transport connections, including MetroBus but that there are lower levels of key services and facilities nearby, such as a lack of GP Surgery, Post Office, or any community centres. The owners would support a greater diversity of uses in this area, including those listed, to support walkable and cyclable neighbourhoods although when considering options for similar uses previously, issues with Business Rates has limited the types of uses which were viable.</p> <p>The owners agree with the Council’s assessment that an Urban Lifestyle development in this location could take advantage of the range of retail and leisure facilities, and excellent Public Transport connections, to provide a greater variety of uses that includes enhanced leisure, new homes and employment opportunities as well as improving connections to other key development in the vicinity. Although at a very early stage, the future Mass Transit proposals over the next 20 years will also consider improving connectivity around the West of England. The Mall and Cribbs Causeway is likely to be one of the options considered which further supports the approach being taken.</p> <p>It is noted that the consultation document (page 88) states that the Council will be assessing the character and density of each area via a series of characterisation studies as well as developing a series of design criteria, against which any Urban Lifestyles’ development will be assessed. It is important that that our client is afforded the opportunity to participate in this process as it evolves and we will be in touch shortly to discuss how this will be taken forward.</p> <p>The Mall and Cribbs Causeway is clearly a very unique area and it is considered that it will be difficult to apply the same design criteria to this area as say, a more traditional town centre. It is therefore considered that a ‘one size fits all’ approach may unintentionally restrict development in this location rather than responding adequately to its context. Our client would be pleased to discuss the options for the site in further detail with the Council and to assist in terms of the development of plans for the area to ensure they meet both their own aspirations as well as those of the Council.</p> <p>The document recognises that The Mall at Cribbs Causeway and adjoining retail parks have significant areas of car parking which could potentially be rationalised to promote a more efficient use of land. Our client confirms that they would be pleased to consider this possibility to a certain extent over time, along with a greater mix of uses and a more flexible approach to development. On this matter, it</p>	

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	is also important to note that The Mall may be required to assist with parking for major events at the Arena site. There are therefore a number of angles that need to be considered fully, but in principle our client is supportive to examine the potential over the Plan's period of what could be possible.	
Dan Erben - Thornbury Market Garden	Thornbury should not be included in 'Urban Lifestyle'. There is some limited scope for brownfield development, but in every other aspect it is of a small market town and rural character and is better for it.	23 Feb 2021
Daphne Dunning - Pucklechurch Parish Council	It is important that we assess our existing urban areas to meet the needs of our communities and address any imbalances that exist through sustainable development.	08 Apr 2021
David George	As 11. Adjacent to mass transit public transport	15 Feb 2021
David Redgewell - South West Transport Network and Railfuture Severnside	<p>In the urban area of the city Fringe there's a need for high quality buildings and higher density. This is the way additional housing can be built with good quality landscaping and park and place space. Charlton Haynes could of had higher density housing. With good Public Transport networks walking and cycling routes. Cross to Employment facilities and Tourist sites at Wild Place, Bristol Zoo. Aerospace Bristol.</p> <p>Higher density is possible on Bristol Filton Airfield.</p> <p>More parks and Green space is required in this policy and Townspace and liveable Neighbourhoods.</p> <p>With street closed to through traffic.</p> <p>But allowing access to deliveries and cars.</p> <p>The Plan needs public realm plans.</p> <p>And Neighbourhood Plans.</p> <p>Severnside needs a master plan with Bristol City Council, North Somerset Council, South Gloucestershire Council, WECA Mayoral Combined Authority. and the Port of Bristol company.</p> <p>Urban lifestyle requires more employment land.</p>	28 Feb 2021
Donna Simmons - Emersons Green Town Council	No	01 Mar 2021
Douglas Homes	These representations are made in relation to Douglas Homes' Lucas Works and Bus Depot site in Kingswood (collectively referred to as the Lucas Works site). The site has been promoted in a previous Local Plan consultation and has been submitted as Part of Call for Sites consultation (ID SG077).	24 Mar 2021

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	<p>The redevelopment of Brownfield land, a key component to the delivery of the urban lifestyles approach, will certainly mean the redevelopment of some existing employment sites. It will be necessary to re-assess safeguarded employment sites to determine what kind of contribution they make to existing employment, what potential they have as serving as solely employment sites in the future and whether they would be more productive and enhance the local area if they were redeveloped as residential or mixed use sites.</p> <p>Lucas Works is such a site which requires re-evaluating. The site is situated within a larger area safeguarded for economic development under Policy CS12. However, the site actually contributes very little in the way of employment, as much of the site is vacant and provides no employment function. The existing site has a negative visual impact on the surrounding residential area and is in need of regeneration. The site has been recognised as a key site for change in previous consultation documents produced for the new Local Plan.</p> <p>The redevelopment of the Lucas Works Site would have a significant positive impact on the surrounding area. The site is in a sustainable location, within walking distance of the centre of Kingswood, and in the context of the surrounding townscape and existing scale of buildings on the site, higher densities (than the surrounding area) could legitimately be considered.</p> <p>Indeed a Planning Application will be submitted shortly for a mixed use scheme comprising 149 residential units and 1,056sqm of Use Class E(g) floor space. The scheme will be relatively high density, but demonstrates that a mixed use scheme can be delivered which would enhance the local area, provide a range of dwellings (to national space standards) that would be a significant boost to housing delivery, and also retain a significant amount of employment floorspace making far better use of the site.</p>	
Ellandi LLP On Behalf of Crestbridge Corporate Trustees Ltd and Crestbridge T...	We fully support Yate, including the town centre “island” sites and Yate Riverside being an identified area for optimizing densities through the urban lifestyles initiative. We have prepared the Yate Town Centre Placemaking Report and Concept Design at Appendix 1.0 to assist in the masterplanning discussion for the whole Town Centre. This has been prepared to identify deliverable phases of development across the lifetime of the new Local Plan.	05 May 2021
Emma Jarvis	The market town of Chipping Sodbury should be also identified as an urban area alongside Yate and Thornbury. It has a wide range of existing facilities.	28 Feb 2021
Fiona Milden - Vistry Homes Limited	<p>Page 87 provides locations and criteria for Urban Lifestyles and page 88 provides a diagrammatic proposal for urban lifestyle locations. Vistry Homes strongly supports the identification of the Bristol North Fringe as a suggested location for Urban Lifestyles, however, it objects to the omission of land which lies East of the M1 MetroBus corridor, South of Filton Road and West of the M32.</p> <p>This area offers a highly suitable and sustainable location for residential development, in close proximity to the UWE campus, Abbeywood MoD and the established business and retail parks in this area of the North Fringe. The site is ideally positioned in relation to the MetroBus corridor and has the potential to</p>	09 Mar 2021

Respondent Name	User Response: Text	Response Created
	<p>provide pedestrian and cycle routes to connect existing facilities, enhancing Green Infrastructure provision and reducing reliance upon the private car. The site lies within walking and cycling distance of a wide range of established employment, retail and community facilities within the North Fringe and could provide sustainable, Carbon neutral homes both in terms of location and design. The established mature landscaping and network of Public Rights of Way within and surround the site provide an ideal framework within which sympathetically designed housing could be assimilated into the landscape.</p> <p>The site's development would comply with the objectives for the North Fringe, in particular the challenge highlighted on page 94, namely "planning for, and providing, higher-quality and better-connected green infrastructure and open space" (Page 94).</p> <p>Full details of the site and its suitability for development were submitted by the landowner to the Council's recent Call for Sites exercise in October 2020.</p>	
Fi Riches	Thornbury - too much building on greenfield sites.	09 Dec 2020
Gareth Fielding	You need to revitalize the inner city not destroy the Countryside	28 Feb 2021
Hannah Saunders - Dodington Parish Council	<p>Page 106 to 110 – Urban lifestyles 2 – Suggested Locations - Yate:</p> <ul style="list-style-type: none"> <li>• Members would point you to the attached document regarding our recent comments on the Master Plan for Yate.</li> </ul>	25 May 2021
Hannick Homes	It is important in identifying the locations for future development that they are deliverable. All too often sites are identified that are not actually available or deliverable within the time set out. The land Hannick Homes controls at Windmill Farm, Sodbury Road, Wickwar is available, suitable and deliverable within the early part of the Plan period. There are no constraints to the site coming forward.	25 Mar 2021
Haydn Gill	The whole of the Bristol East and North Fringe should be covered under Urban Lifestyles.	06 Jan 2021
Helen Johnstone - Stroud District Council	<p>Yate functions as an employment, shopping and public transport hub, including the mainline rail connection to Bristol, for a wide area including rural settlements in the southern part of Stroud District. Opportunities and challenges for Yate should include identifying and maximising opportunities for linkages with rural communities, including those within Stroud District, and integrating with wider cycling/ walking networks.</p> <p>Stroud District Council would welcome the opportunity to work with South Gloucestershire Council to explore these opportunities and challenges as the Plan is developed.</p>	26 Feb 2021
IM Land	46. Whilst some of the Urban Lifestyle areas appear logical, it is typically going to be older more established locations that offer the greatest opportunity for regeneration. It is difficult to see how some of the North and East Fringe areas will support adaptation and intensification when they largely consist of relatively new housing that is neither ready for redevelopment nor adaptable for intensification	11 May 2021

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	<p>purposes (which is essentially what the policy approach suggests). Re-use also requires willing landowners and occupiers to release land and buildings. There is no evidence that this will happen on the scale that the emerging SGC Plan might envisage. Unless SGC is willing to commit to pursue multiple Compulsory Purchase Orders, it needs to be realistic about what can be achieved and therefore what can be relied upon to support housing and economic growth from this source. It will be incumbent on SGC to show evidence of vacant buildings and sites that would support this approach (having pursued an urban renewal programme for many years already).</p> <p>47. It is noted when discussing Urban Lifestyles in the Issues and Approaches document that some criticism is made about speculative development in respect of places like Thornbury and how this has changed the strategic approach to development. This is because SGC has previously relied upon its urban capacity to underpin its housing requirement. Whilst the sites it relied upon were available, the timeframe for their complex delivery has always been an underestimation. This has led to planning by Appeal based on land supply delivery shortages and an undermining of the current development plan spatial distribution strategy.</p> <p>48. We note that Thornbury is now out of balance in terms of the jobs to housing ratio and whilst this would suggest limiting housing growth in this area, that is the wrong driver for change. The real driver should be an understanding that whether or not the homes to jobs ratio is 1:1, the evidence shows Thornbury generates commuting because people chose to live there and commute to Bristol which will always provide a much greater opportunity and range of employment (Appendix 3 refers). This Plan should therefore be based on an understanding of commuter flows and establishing ways to reduce the trip length and thereby widen the opportunity to travel by means other than the car.</p> <p>49. IM suggest a much more focused approach to the areas where Urban Lifestyles can be achieved. For example, Filton Airfield may be one such location where a meaningful change could be effective, but others are likely to prove more challenging.</p> <p>50. Furthermore, concern is raised about the suggestion the East Fringe is dominated by residential development and that residents commute for work. In this context, it is important that employment areas do not come under pressure to be redeveloped for residential purposes.</p>	
James Carpenter - Falfield Parish Council	<p>Yes.</p> <p>The market town of Chipping Sodbury should be also identified as an urban area alongside Yate and Thornbury.</p> <p>Thornbury is listed in both the Urban Lifestyles and Rural villages and Settlements lists – this is contradictory, it cannot be considered as being both.</p>	14 Apr 2021
James Carpenter - Rockhampton Parish Council	<p>Councillors also briefly considered the proposals outlined for Thornbury. It was queried if the Urban Lifestyles concept could apply to this rural town as much of the housing has been built in the last sixty years and so it is difficult to see how the</p>	26 Mar 2021

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	upgrading principles outlined could be realistically applied.	
John Acton	No.	26 Mar 2021
John Mills - Cotswolds Conservation Board	<p>East Fringe</p> <p>The Cotswolds Conservation Board supports the role of the Local Plan in ‘creating, as a lasting legacy, a network of green routes that provide benefits to health, wellbeing and recreation, nature-recovery and water-management and quality, by enhancing access to, and the quality of, open spaces and parks, and increases connections and views to key recreational, ecological and landscape features in the adjoining countryside’.</p> <p>In particular, as stated in the consultation document, the Bristol to Bath railway path provides excellent walking, cycling, and green-infrastructure connectivity to Bath and Bristol city centres. Promoting and enhancing the Bristol to Bath railway path as a viable commuter and leisure route for cyclists between Bristol (particularly the eastern fringe) and Bath could potentially help to reduce traffic through Cotswolds National Landscape, for example, along the A431.</p>	16 Mar 2021
Kate Kelliher	We need to keep the urban development compact to allow more space for people to enjoy.	31 Jan 2021
Katherine Buff	<p>I have already made clear that Thornbury needs to be considered under a separate category as an historic ‘market town’, not bracketed with the fringe of Bristol (and arguably Yate) as subject to considerations for growth appropriate to an ‘Urban Lifestyle’. However, given that your consultation document has no such category we</p> <p>give our comments on brownfield development in Thornbury in this section of the questionnaire.</p> <p>I support the principle of brownfield development where it meets a local need in terms of type and quantum of housing (including questions of genuine affordability), provided it is accompanied by an appropriate investment in infrastructure, including health care.</p> <p>I would also express the caveat that any large additional quantity of housing should avoid contributing to significant additional commuter miles by means of private transport. The attributes of the type of housing to meet genuine local need may relate to this point, as well as provision of appropriate public transport sufficient to attract a high modal share.</p> <p>Applying this logic to Thornbury, the first point that needs to be made is that since the last census in 2011 approvals have been given for 1,703 new houses, representing a 34% increase in the size of the town almost overnight. This is on top of considerable development in surrounding villages such as Falfield and Tytherington that rely on Thornbury for much of its services. This growth has been met with almost no</p>	26 Feb 2021

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	<p>investment in infrastructure, with applications getting away with a presumption that the Community Infrastructure Levy (CIL) will suffice, when in reality the levy has gone into the Council coffers with next to nothing coming back.</p> <p>As a result, residents are becoming increasingly concerned about the pressure on services, most notably on healthcare, schools, car parking and congestion on the A38.</p> <p>Moreover, this is with only 55% of those applications having already been built out by March 2020 according to the 2020 AMR.</p> <p>The resultant deficit in infrastructure support needs to be redressed first, before we even consider what may be required to support further brownfield development.</p> <p>In terms of the question of what is required to meet local housing need, we defer to the emerging Neighbourhood Plan which deals with this question in Policy 9.</p>	
Kevin Masters	I have read Trapp'd's response and wish to add my name to it.	25 Feb 2021
Lauren Cook - Stride Treglown	<p>Whilst it is acknowledged that the Urban Lifestyles approach could be applied to several areas within South Gloucestershire, as UWE Bristol's Frenchay campus is located within the North Fringe, our comments relate to this location only.</p> <p>The University wholeheartedly supports the identification of the North Fringe as an Urban Lifestyle location and the classification of the UWE Bus Station as a transport hub. The need for continued improvement in physical and digital connectivity is acknowledged. It is expected that a greater geographical focus will be placed on 'urban lifestyle' zones as the Local Plan progresses as the locations are very broad at present.</p> <p>UWE Bristol's Frenchay campus extends to some 60 ha and has experienced significant change in the past decade with the acquisition of buildings and land previously occupied by Hewlett Packard. The reuse of the Hewlett Packard buildings has been focused on the development of the University Enterprise Zone which provides spaces for a thriving community of start-ups, fast-growth businesses, graduate entrepreneurs and cooperative research in the high-tech, robotics, digital and health-tech sectors.</p> <p>UWE Bristol published its Strategy 2030: Transforming Futures in early 2020 and this sets out the university's ambitions for its students, the university as an organisation and its estate over the next 10 years. One of the focuses of this strategy is to transform the Frenchay campus into a smart city district and world-leading University Enterprise Campus, supporting innovation, collaboration and creativity. The desire is for the campus to be known internationally as a living laboratory, where future thinking is tested and a pioneering spirit is developed between industry, business, students and the community. It will be a place for teaching, research, and business enterprise, with residential, hotel, leisure and student facilities, inspiring and empowering people to realise their potential.</p>	01 Mar 2021

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	<p>The university is taking a leading role in promoting innovation and enterprise across the city-region and a key initiative expressed through the Strategy 2030 document is the development of Frenchay as a world-leading University Enterprise Campus.</p> <p>Planning permission has historically been granted for the construction of a stadium on the parcel of greenfield land immediately adjacent to the main campus and within the control of UWE Bristol. As set out with the Land Promotion Report submitted on behalf of UWE Bristol as part of the 2020 call for sites, there is no prospect that a stadium will be delivered on this land. This presents the opportunity through this Local Plan process to explore an alternative form of development in this location which is acknowledged on page 97 of the Local Plan consultation document.</p> <p>It is considered that the 9.2 ha of greenfield land within the ownership of UWE Bristol coupled with improvements to the existing campus environment has the potential to accommodate significant new academic, research and enterprise uses and residential development in a highly accessible location which would align with the Council's Urban Lifestyles approach and UWE Bristol's aspiration to be a world-leading University Enterprise Campus.</p> <p>Initial studies indicate that the undeveloped land at UWE could provide circa 50,000sqm of academic and economic development uses alongside substantial new homes (360-500) in a new 'urban quarter'. It is important to note that the university are continuing to assess the capacity of this land for future development aligned with the detailed consideration of the university's future space requirements. The university strongly welcome further discussions with the Council in respect of the ongoing capacity studies.</p>	
Lee Taylor	Urban areas	23 Jan 2021
Lesley Brown	<p>Areas surrounding Cribbs Mall and Filton airfield would seem appropriate although community facilities would need to be increased. I understand that money was laid aside for a GP surgery at Charlton Hayes but was used towards different health services.</p> <p>A great many comments regarding the possible benefits and constraints in the areas considered as based upon on the DAPs. However, as the DAPs and transport tables have been shown to be inaccurate, these areas will need to be reassessed when the DAPs are corrected.</p>	15 Feb 2021
Lizzie Staley	<p>When looking at development for Thornbury, Thornbury is not a fringe of Bristol, it is a seperate historic market town.</p> <p>Kington has been completely overlooked in Thornbury's plans. would then be drowned by Thornbury. People chose to live in the settlement of Kington, not in a town.</p> <p>How would the surrounding farm land and footpaths be protected from 1000s of new homes? Already in Covid19 people are swarming out from Thornbury and</p>	28 Feb 2021

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	<p>walking all over private land, leaving litter, damaging paths and land, and being disrespectful. This is unhelpful for livestock, wildlife and the livelihoods of the rural community. What more would happen when there are 1000s more people right on top of Kington?</p> <p>Sort out the lack of infrastructure that the new housing from the last few years has required, but not been delivered on, before moving to developing more housing. The development in Thornbury has already caused strain. I haven't seen the evidence of provision that would've been promised, so why would we believe it will be different for these other developments? You can say you will provide more Doctors surgeries and healthcare, but can you get the Doctors and staff? Where are the school places for all these extra children? Where is the car parking to access the town centre? It is almost full even in Covid lockdown. Where are the safe ways to cycle? we want to encourage children to be active, not scare them off. Where are the extra bus routes? Provide those and you can meet your need to minimise car journeys. Build more housing and you will exponentially multiply the amount of people making car journeys.</p> <p>The new housing developments have taken over green space, but the quality of green space and mature trees, hedges and natural habitats have disappeared and will take many years to grow, that is if there is any effort to replace them. A single tree dotted about with concrete around, is not a valid replacement. A verge by a road with a wooden butterfly is hardly measurable to fields and fields of butterflies.</p> <p>Not actually consulting people is an insult, or by being sneaky and deceptive, and saying there was a consultation period in a hard to reach place or online only if you hear about it from someone and then follow multiple links where you have to register, sign up and then read pages and pages of documents to understand what you are being asked. This is not accessible for the average member of public.</p>	
Louise Powell - Thornbury Town Council	As per response to question 11. Also, to note that Thornbury Town Centre does not have land it can readily expand into apart from areas of greenbelt or areas which would increase flooding risk. In page 112 it should be noted and taken into consideration that Thornbury has already taken a large increase in housing needs for South Gloucestershire through unplanned development. This should limit further large increases.	08 Apr 2021
Mactaggart & Mickel - Frampton Cotterell	It is important in identifying the locations that they are deliverable. All too often sites are identified but are not actually available or deliverable within the time set out. These sites need significant infrastructure improvements and are costly to implement.	07 Apr 2021
Mactaggart & Mickel - Pilning	Development within the urban area must be deliverable.	25 Mar 2021
Matt Griffith - Business West	<p>51. We welcome the thorough and detailed study of the main South Gloucestershire urban areas, our focus areas, and where we are particularly concerned are:</p> <p>52. Bristol North Fringe: This area is a key economic hub for the region. With a 1.8 job to worker ratio, the housing development for this zone is a priority in order to reduce the number of daily commutes that make it an especially congested District.</p>	25 Mar 2021

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	<p>It is also imperative to deliver the planned Public Transport extensions (MetroBus) and reimagine the area configuration to remove the physical barriers that roads and rail lines pose to sustainable forms of mobility such as walking and cycling. It is also key that the Council supports the Airfield Arena development, as well as the potential diversification of uses at Cribbs Causeway, which has been severely impacted with Covid-19. This should be taken as an opportunity to reimagine the value that this infrastructures and services can offer to the residents.</p> <p>53. Bristol East Fringe: In contrast to the North Fringe, the East Fringe suffers from a worrying lack of employment opportunities, with a 0.4 job per worker ratio. Employment land investment and availability in this area is a priority that should be addressed to reduce inequalities and address economic growth. The East Fringe is also heavily reliant on private vehicles and Motorways for transport, investment in better Public Transport connections, as well as education and other service facilities is needed in order to attract further private investment. There must also be a continuity and improvement of the Longwell Green Retail Park, the Lyde Green and Bristol and Bath Science Park projects, which will bring economic value with skilled jobs and company clusters to the area.</p> <p>54. Yate and Thornbury: In both market towns it is key to promote jobs and employment through additional employment land and better Public Transport and connectivity opportunities. Yate's shopping centre must be considered and reimaged in the new Local Plan, as it can provide dynamism and economic value to the town and neighbouring communities if developed, taking into account today's retail and employment trends.</p>	
Matthew Blaken - DJ&P Newland Rennie Ltd	Query Thornbury as an 'urban location'. It is a market town.	14 Dec 2020
Matthew McCollom	The principles are sound. The manner of implementation is the key.	28 Feb 2021
Maurice Wayne	No	08 Feb 2021
Michael Wilberforce - Bristol City Council	<p>Bristol City Council notes the inclusion of Cribbs Causeway as a potential location for 'urban lifestyles' development on the grounds that it is a 'transport hub' (pp. 90 - 97). Bristol City Council supports the provision of new homes in this location which offers the potential for making more efficient use of land, especially as a reduction in retail floor space is a likely national trend in land use.</p> <p>Bristol City Council notes the reference at p. 22 to South Gloucestershire's emerging role as a cultural and tourist destination, with specific reference at p. 92 to tourism in the North Fringe of Bristol. Specific reference is made to the proposed Arena complex at the Brabazon Hangars, but this is in fact in Bristol rather than South Gloucestershire.</p> <p>Bristol City Council acknowledges this emerging role but suggests that it should be viewed and presented in the wider context of Bristol and South Gloucestershire's</p>	26 Mar 2021

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	overall offer as a destination for culture and tourism.	
Michelle Greaves	<p>Yes to Filton - where I live. Perhaps urban living can be piloted in urban areas in need of regeneration (Filton, Staple Hill etc) first rather than in wealthy areas such as Thornbury and Yate? This will also help tackle the HMO issue creeping up in areas such as Filton, but needs to be done in collaboration with the university (if they made their current urban living flats on site more affordable, more students may stay on site)</p> <p>No to Yate and Thornbury - particularly Thornbury as the proposals hit special areas of conservation and greenbelt land.</p>	03 Feb 2021
Mr. Blake - Oldland Parish Council	No specific thoughts	17 Feb 2021
Neil Oviatt	<p>I disagree you should further build outside Thornbury; This has already happened and is continuing to happen. ! Did you walk the roads of Thornbury before producing this document! over 2000 houses already making Thornbury a lopsided town (all traffic goes in the same direction) further extension will make it far worse. There is no infrastructure for greater development! Please review the current status of multiple developments in Thornbury! This for example should be stopped!! Ref. No: P19/8659/O</p> <p>And this development Ref. No: P20/07655/RM already accepted should be defined as a traditional stone-built, green scheme etc - Make it a model development rather than the boxy typical option. Add some quality to Thornburys ever-expanding new builds! And make them fix Grovesend traffic light system first! build arches and pedestrian ways for the Lanes like Hacket and Clay which they will impact !</p>	30 Nov 2020
Nicholas Small - Stagecoach West	Please see our wider consultation response attached to this Consultation.	01 Mar 2021
Nick Woodward	Distribution in these areas should be diffused/shared, rather than located all in one area.	28 Feb 2021
Nicola O'Connell	<p>I'm appalled at the suggestion that Thornbury should be subjected to yet further development, especially into the greenbelt. Thornbury is currently at capacity, due to thousands of houses that have been built over the past few years. Our open farmlands and other greenbelt settings are vital to maintaining good mental health.</p> <p>I disagree strongly with any additional building on greenfield sites, particularly the large developments proposed for the areas surrounding Thornbury and other market towns. Access to natural countryside is essential for residents mental health and wellbeing, as highlighted during the Covid-19 pandemic, with the restorative benefits of natural settings being the most beneficial for good mental health and wellbeing. Settings, such as open farmland and natural views, cannot be replicated in the same way with more artificial settings like parks. In Thornbury countryside is within walking distance and so is free from the expense of owning or driving a car</p>	27 Feb 2021

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	to access it, which is also better for the environment. At a time when mental health issues are rising, to take away the restorative benefits of open and natural countryside by building over it is cruel, misguided and irresponsible.	
Patrick Williams	<p>Thornbury should be excluded, there is already considerable planning for that area. Similarly after the current round of developments around Yate, including the developments at Wickwar, these areas should be excluded unless they are reusing Brownfield sites. Former quarries should be looked at as an example.</p> <p>I know as a fact that developers have submitted suggested sites to the East and South East of Chipping Sodbury on Zone 2 Flood plain and sites of Natural Conservation, on good agricultural land and by Common land. If permitted would mean an estimated 5,000 to 10,000 houses, causing massive damage to the residents, this market town and rural villages. Any Plan that even considers this is clearly unacceptable. Hence to be acceptable they have to protect these areas, not develop them. Extension of Green Belt around Thornbury, Yate and the AONB through to Chipping Sodbury have to be priorities now.</p>	09 Mar 2021
Paula Evans - Rangeworthy Parish Council	No, we have no comments on individual locations.	26 Feb 2021
Pauline and Richard Wilson	<p>There is a world of difference between walking and cycling to work / facilities. For example, our daughter cycles 9 miles to work but you couldn't walk that distance to work. Electric bikes will also extend cycling distances. The two means should be separated and given some sort of range of distance.</p> <p>Inaccurate information: Yate has 3 doctors surgeries in the town centre and another 2 in other parts of the town.</p> <p>Under bus destinations from Yate it should also include Bath.</p>	25 Feb 2021
Persimmon Homes Severn Valley	Please see attached document.	11 May 2021
Peter Box	See comment above. South Gloucestershire has but one urban area: don't pretend otherwise.	23 Feb 2021
Peter Rawlinson - Gleeson Strategic Land	No comments.	10 Mar 2021
Progress Land Ltd	No.	11 May 2021
Rachel Beard	The market town of Thornbury has a historic centre and the character of this should be preserved. This would be severely compromised by applying the urban lifestyle approach to this area.	28 Feb 2021
Rebecca Woodward	A diffuse distribution in these areas, rather than all being located in one area.	28 Feb 2021
Redcliffe Homes	It is important in identifying the locations that they are deliverable. All too often	04 Mar

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	sites are identified but are not actually available or deliverable within the time set out.	2021
Redcliffe Homes	Please see enclosed representations.	01 Jun 2021
Redrow Homes (SW)	Please see enclosed representations.	29 Apr 2021
Richard Bentham	Please promote motorcycles as a mode of efficient, low pollution, less congested commuting. Your plan mentions them twice. Not good enough! Provide secure parking & promote awareness with roadside poster campaign. Your report often states the commuting/shopping distances are too far or difficult to walk. Cycling is suitable for some people travelling a few miles. Not everyone is able to cycle. With new development looking to reduce car parking then more 2 wheelers instead of cars can achieve this	26 Jan 2021
Richard Lloyd	No	03 Mar 2021
Richard Pendlebury - Anchor Society	No	22 Feb 2021
Robert Harris - Olveston Parish Council	No	26 Feb 2021
Robin Perry	44 Transport Infrastructure. Transport infrastructure should be considered a priority before building projects like Buckover and additional housing in Thornbury for example. The state of the A38 in terms of road surface and congestion are very bad. Additional housing should not be planned without first providing a sensible means for those new houses to access jobs and services. No building company puts up houses before building the roads for the new houses. The A38 is already at vehicular limit with no adequate bike route separated from vehicles. Where issues such as this exist major investment in rapid urban transport must be planned and delivered to avoid making the bad transport situation even worse.	21 Feb 2021
Roger Hall	See TRAPP'D response.	25 Feb 2021
Rohan Torkildsen - Historic England	The Plan includes a number of laudable initiatives including the proactive measures to revitalise Kingswood's High Street and the Whitfield Tabernacle, a nationally important heritage asset at risk.	10 Mar 2021
Rosalyn Pyle	Urbanisation of the Green Belt and greenfield sites on the East fringe is unsustainable as existing infrastructure would not cope with the increased traffic. The area identified in Warmley is an area where flooding has been a significant problem over the years and large scale housing development would greatly increase that risk. The green fields east of Warmley is also the site of the historic Kingswood Forest and is an important green infrastructure that connects the ancient commons with Overs Court Forest and the Siston Conservation area.	28 Feb 2021

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	<p>The village of Warmley, its church and the Bristol and Bath Green Belt are visible from the highest point of Warmley Hill. As well as being valued by the local residents, the green spaces beyond are also highly valued as a recreational escape for many people from Bristol city as well as the Eastern Urban Fringe. During the lockdowns of the past year, the value placed on outdoor exercise in Warmley and Siston has been significant and it has contributed to improved physical and emotional wellbeing.</p> <p>Urbanisation of Warmley would destroy the character, distinctiveness and quality of the area. It would also have a negative impact on the quality of life of both people living in Warmley and visitors from outside the area.</p> <p>Your policy states that there should be no changes to Green Belt for large scale growth - please could you clarify what you define large scale growth.</p> <p>The Local Plan does not recognise the uniqueness of the Parish or the rich heritage that is contained within it. Therefore, I feel it necessary to list the many wildlife and heritage assets contained within it and reiterate the need to protect the Siston Conservation area as well as the need to preserve our ancient commons which are important wildlife habitats and the unique eco-systems within them. Our many community assets are listed below and illustrate the richness of our local industrial and environmental heritage.</p> <ul style="list-style-type: none"> <li>. Siston Common at Siston Park/Siston Common East/Siston Common West/The Dramway</li> <li>. Goose Green</li> <li>. Webbs Heath Common/Webbs Heath Drift Mine and local mining heritage</li> <li>. Siston Conservation area including the Tudor Manor of Siston Court and Siston Church</li> <li>. Bridgeyate Common</li> <li>. Public Footpaths</li> <li>. Kingswood Museum</li> <li>. Champions Brassworks/The Warmley Grotto</li> <li>. Warmley Station, Community Garden and the Grade 2 listed Signal Box</li> <li>. Bristol/Bath Railway Path</li> <li>. Warmley War Memorial and Memorial Park</li> </ul> <p>I would urge you to strongly resist reconsidering housing development on the Eastern fringe of Warmley including any review of Green Belt boundaries. The existing Bristol and Bath greenbelt should be retained to serve its overall function. Our ancient commons which have only ever been grazed but never cultivated, should be cherished as a valued wildlife habitat and it is important that it retains the surrounding Green Belt to support it. The previously conducted survey by Gloucestershires Farming and Wildlife Group South West (FWAG SW) identified a management/maintenance program to restore the commons to their former beauty including consideration for a Higher Stewardship Programme in the future.</p>	
Ruth Hall - Wessex Water	<p>We note the areas identified as having potential to accommodate a new approach to urban living which seeks to intensify development in a sustainable manner. Wessex Water will continue to work with the council and other stakeholders to consider the impact of additional development upon existing and planned sewerage infrastructure. Redevelopment offers opportunities for surface water separation,</p>	02 Mar 2021

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	<p>please see comments under Question 3, Issue 22 above.</p> <p>The “Key Places” will need to embrace SuDS to enable classification as “exemplar urban living development”. We will welcome discussions on the potential to improve existing rainwater run off arrangements at:</p> <ul style="list-style-type: none"> <li>• Douglas Road and Lucas Works, Kingswood</li> <li>• Kleeneze Site, Hanham</li> <li>• Station Road Yate</li> </ul> <p>At Thornbury we have accommodated growth in the Sewage Treatment Works catchment in the short/medium term. If further growth is proposed early consultation and engagement would be beneficial to enable infrastructure to be planned for and delivered.</p>	
Sam Scott - South Glos Labour Group of Councillors	We have not been able to say we disagree or agree with question 12 as we need to wait for the results of the call for sites before we can comment on this.	02 Mar 2021
Sean and Jacqueline Rinaldi	<p>Thornbury needs to be considered under a separate category as a historic ‘market town,’ not bracketed with the fringe of Bristol (and arguably Yate) as subject to considerations for growth appropriate to an ‘Urban Lifestyle.’ However, given that your consultation document has no such category we give our comments on Brownfield development in Thornbury in this section of the questionnaire.</p> <p>We support the principle of Brownfield development where it meets a local need in terms of type and quantum of housing (including questions of genuine affordability), provided it is accompanied by an appropriate investment in infrastructure, including health care. We would also express the caveat that any large additional quantity of housing should avoid contributing to significant additional commuter miles by means of private transport. The attributes of the type of housing to meet genuine local need may relate to this point, as well as provision of appropriate Public Transport sufficient to attract a high modal share.</p> <p>Applying this logic to Thornbury, the first point that needs to be made is that since the last Census in 2011 Approvals have been given for 1,703 new houses, representing a 34% increase in the size of the town almost overnight. This is on top of considerable development in surrounding villages such as Falfield and Tytherington that rely on Thornbury for much of its services. This growth has been met with almost no investment in infrastructure, with Applications getting away with a presumption that the Community Infrastructure Levy (CIL) will suffice, when in reality the Levy has gone into the Council coffers with next to nothing coming back.</p> <p>As a result, residents are becoming increasingly concerned about the pressure on services, most notably on healthcare, Schools, car parking and congestion on the A38. Moreover, this is with only 55% of those Applications having already been built out by March 2020 according to the 2020 AMR.</p> <p>The resultant deficit in infrastructure support needs to be addressed first, before we</p>	26 Mar 2021

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	even consider what may be required to support further Brownfield development.	
Shelley O'Callaghan	See comments in issue 3	04 Dec 2020
Simon Fitton - YTL Developments (UK) Ltd	<p>YTL is very supportive of the comments expressed in respect of the former Filton Airfield. Given its scale, the Airfield is uniquely poised to reflect on urban lifestyle principles and YTL looks forward to discussing a potential uplift beyond the levels already consented with the LPA in due course. The Airfield is truly unique, not least given that the Arena is now being delivered and is perhaps the only opportunity in the country where the infrastructure required to service a regionally significant project such as this can be delivered in tandem with the infrastructure required to service strategic scale mixed use development. The value of the Arena in terms of what it can mean for exponential improvements in public infrastructure will enable those densification considerations (reduced parking for example) to advance at pace.</p> <p>Against the other sites and locations identified in this section of the Issues Paper, the Airfield represents the one location where urban lifestyle principles can be properly designed into a strategic masterplan rather than having to react and respond to adjacent development and constraints. To that end it represents a unique opportunity to create a vision for what the urban lifestyle approach can achieve.</p>	16 Mar 2021
Simon Moore	There should be no further development or expansion of our urban areas.	28 Feb 2021
Simon Steele-Perkins - Waddeton Park Limited	The identification of 'potential urban lifestyle locations' wrongly omits Oldland Common, notwithstanding the availability of facilities and services consistent with (an appropriate interpretation) of the standards for the desired proximity of facilities set out in the consultation document, the relative proximity of Keynsham railway station, and the availability of development land that would consolidate the existing community. This point is developed further in the text that precedes the questionnaire in our submission.	06 May 2021
Sophie Spencer - CPRE Avon and Bristol [South Gloucestershire District]	<p>All areas must be considered but until such time as more detail is forthcoming about the opportunities each presents and the difficulties that ensue, we have no comments to make except to reiterate that no reliance should be placed on mitigating investments unless they are assured.</p> <p>We see potential in the flood protected areas around Avonmouth which offer employment, direct access to the motorway network and separate rail connections to Temple Meads and Parkway stations.</p>	02 Mar 2021
South West Strategic Developments (SWSD)	<p>Please see enclosed representations.</p> <p>8.17 We do not have any comments on the individual locations set out.</p>	31 Mar 2021
St. Modwen Developments and The Tortworth Estate	We would also like to take the opportunity to highlight that these principles are applicable not just in existing urban areas, but also as the basis for new large scale new development. For example, Buckover Garden Village is being designed around principles of being low Carbon, high quality placemaking, sustainable movement and walkable neighbourhoods, healthy lifestyles and well-being, and co-location of	05 Mar 2021

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	the home and work place. Buckover presents the opportunity to meet the growth requirements of Thornbury in a holistic manner through properly planned development which could deliver the aspirations of the urban lifestyles approach. Buckover, which will complement Thornbury in terms of service provision will also support the case for an enhanced Public Transport service to Thornbury.	
Stephen Hickmans	Kingwood is a good example where brown field sites could be used. The old Douglas engineering site has great potential for further development, together with the old Lucas factory site in Moravian Road. The high Street in Kingwood has great potential for upgrading such as the old Lindon Hotel site could provide excellent flats which are all close to all amenities including transport.	26 Jan 2021
Steven Freke	Thornbury is not an urban area and should be re-categorised. It does not have the urban facilities or services. DEvelopment in Thornbury should be reduced and no further development should take place in the north and north west of the town due to loss of appearance and views, heritage, historic building protection, loss of prime farmland employment.	27 Feb 2021
Steve Seward	If we are to retain of a feeling of community within specific areas then once expansion of existing urban areas within South Gloucestershire reaches saturation point we will loose any sense of belonging and responsibility and will simply merge as one non descript highly populated zone. The areas around Filton, Yate and Lyde Green have already been extensively developed and should not be considered in any future extension plans in order to protect those people who are already living in an over populated environment.	13 Feb 2021
Sue Green - Home Builders Federation	<p>The Council proposes the Urban Lifestyles policy approach for Bristol North Fringe (Cribbs / Mall, former Filton Airfield, Patchway Town Centre, Bradley Stoke Town Centre, Filton Town Centre, Parkway Rail Station to UWE), Bristol East Fringe (Kingswood, Staple Hill, Downend, Emersons Green, Hanham, Longwell Green), Yate and Thornbury.</p> <p>The Council is referred to the HBF's answers to Questions 7 and 11 above concerning the Council's Urban Lifestyle approach. It is noted that the deliverability of residential development in Bristol North Fringe, Bristol East Fringe, Yate and Thornbury locations will be dependent upon the viability of PDL and the demand for high density urban living post Covid-19 pandemic. It is critical that the Council's Urban Lifestyle approach is supported by parties responsible for delivery of housing in these locations.</p>	05 Mar 2021
Sue Simmons - Westerleigh Parish Council	No comments.	23 Feb 2021
Susan Smith	No	16 Feb 2021
Taylor Wimpey UK Ltd - Land at Vilner Farm	Whilst it is not completely clear how this section of the document relates to the building blocks, we do support the identification of Thornbury as a key location suitable for accommodating additional development in the new Plan period. We support the intention to 'investigate further growth and change' at Thornbury, as it is a key town within the existing and future settlement hierarchy for South Gloucestershire. Where relevant this can include consideration of how 'urban	20 Apr 2021

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	<p>lifestyles' development may be appropriate, but if this is solely part of an approach to use of existing urban sites, then there are likely to be only limited options available at Thornbury, and the main potential for additional growth (beyond areas within or near to the town centre) will be on sites adjacent to the existing urban edge. Taylor Wimpey's land interests at Thornbury lie to the South of the town. The site has good access to a GP Practice, dental practice, Pharmacy, Post Office, Schools, and other services and facilities at the town centre. The Tesco foodstore is located in close proximity to the West and the site adjoins the main employment area in the town. The vast majority of the site is outside of flood zone 3 and there are no local or national environmental designations on the site.</p>	
Theodore Butt Philip - South Gloucestershire Liberal Democrat Council Group	<p>The "Urban Lifestyles" vision should not lump the stand-alone market towns of Yate and Thornbury, in with the Northern and Eastern Bristol fringe communities because they are of significantly different character and function. There is a particular role for market towns in serving the surrounding rural communities. If services in these market towns are diminished, because too much priority is given to residential development at the expense of retail, leisure, employment and other uses, then people will be forced to travel further afield in an unsustainable way.</p>	12 Mar 2021
The Tortworth Estate	N/A.	05 Mar 2021
Tom Cotton - Road Haulage Association	No comment.	01 Mar 2021
Top To Bottom Ltd and Hanham Community Trust	<p>See attached representations.</p> <p>The Local Plan notes that Hanham town centre is well-placed to service the surrounding suburban areas. The High Street retains a mix of retailers, GP Surgery, Pharmacies and a community centre. It also benefits from a moderate level of transport links and facilities with connections to Bristol, Longwell Green and Keynsham.</p> <p>Of the three sites being promoted by our clients, Site 1 (Hanham Community Centre) and Site 2 (Hanham Sports Ground) both lie within the Hanham urban area, although only Site 1 is currently within the 'Urban Lifestyle Location.' Sites 1 and 2 could deliver in excess of 100 dwellings, along with a new community centre and possible commercial space at the High Street. Whilst not in the Hanham Urban Lifestyle area, the Sports Ground will be relocated to Site 3 at Longwell Green, which has additional space for sports provision and additional housing. Site 3 is included within section 7 of the Local Plan as a potential rural settlement to investigate for growth and is immediately adjacent to the urban edge.</p> <p>The development of these sites will provide a moderate and appropriate level of growth to this part of the East Fringe, in doing providing new housing which will support local services and facilities, along with an increased offer for sport and recreational facilities. As such, these sites should be included as key sites for change in the Local Plan as they are deliverable and also accord with the urban lifestyle principles and the opportunities set out for Hanham.</p>	11 May 2021
Tristan Clark -	All the land to the west of the railway line in Yate either resides in the parish of	01 Mar

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South Gloucestershire Council	Westerleigh or the parish of Iron Acton. South Gloucestershire Council and Yate Town Council should not press ahead with the new Local Plan and the Yate Town Masterplan assuming that areas around Yate Industrial Estate can be simply redeveloped without properly consulting these parish councils. If mixed usage is introduced to the west of the railway line any new residents will not be able to turn to Yate Town Council to address any issues they may have. It is imperative that Westerleigh Parish Council and Iron Acton Parish Council are given greater recognition than they sadly have been so far in this process. The impression is given that, so long as South Gloucestershire Council and Yate Town Council approve of any proposals, that is paramount to their progression. That is woefully misguided.	2021
Trystan Mabbitt - Hanson UK - Heidelberg Cement Group	No comment.	18 Mar 2021
Victoria Bailey - Oldbury on Severn Parish Council	This is not really an issue for a Rural Parish but we reserve our comments for Phase 2.	24 Mar 2021
Victoria Hicks - Oldland Parish Council	<p>Climate Change Issues</p> <ul style="list-style-type: none"> <li>Existing housing stock must be part of the Green Agenda as this accounts for most of the property in the parish.</li> <li>New housing applications must accord with the Green Agenda from the outset.</li> <li>Area dominated by retail parks which encourages car travel within, and from outside of, area resulting in pollution. Affordable and accessible public transport and incentives for cycling and walking for shorter local journeys.</li> <li>Electric vehicle charging points to be installed in public areas as well in new build homes.</li> </ul>	15 Apr 2021
Vistry Group	<p>Please refer to enclosed representations.</p> <p>Do you agree the areas where the Urban Lifestyles approach should be investigated?</p> <p>Do you have any comments on individual locations we have set out, or other locations which should be investigated for an urban lifestyles approach for further growth and change in our urban areas?</p> <p>Thornbury:</p> <p>Commentary relating to Thornbury is limited compared to other locations examined through the consultation, and the Council should ensure there is no pre-determination in selecting suitable locations for growth. The material appears to be informed in large part by the draft Thornbury Neighbourhood Plan (TNP), which</p>	06 May 2021

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	<p>has been prepared to be in general conformity with the current Development Plan, which has no regard to emerging strategic factors. To use the TNP as a template to determine the future development of Thornbury would be entirely inappropriate when the objective of the current Plan-making exercise is to determine a comprehensive Spatial Strategy aligned with an emerging Mayoral SDS that will prevail until 2040. The TNP should be led by the strategic component of the development plan, it should not be used to pre-determine future Plan-making. For the reasons already set out above, Vistry Homes agrees that the Plan-making Authorities should fully explore the potential of Thornbury to meet a share of the overall housing need – Thornbury is an appropriate location to accommodate a proportion of the strategic growth required in the sub-region This could include densification within the existing built up area as appropriate, but opportunities are likely to be limited by the existing built envelope – any urban living strategy should not compromise the availability of employment land within the town.</p> <p>Given the compact nature of the town, development on the edges of Thornbury could also include an element of increased density as appropriate to local character to help provide a greater variety and mix of homes, including smaller homes for those wishing to access the housing market for the first time or those looking to downsize. With reference to the TNP objectives, it will be important for any future growth strategy to respond positively to the community’s wishes to address the high cost of housing and the limited availability of rental properties. The growth strategy for Thornbury may have regard to the principles set out within the TNP, where they reflect growth themes aligned with the emerging SDS. This may include policies that: actively support local people in accessing housing within the town; deliver a greater variety in housing type; deliver more affordable homes; deliver more accessible homes; and provide housing designed specifically to meet the needs of older people and younger people trying to access the housing market. While there may be scope to partially address some of these objectives through increased ‘urban living’ and densification, it is equally important to recognise that spatial and geographical containment of the town will not offer meaningful solutions to the challenges set out.</p>	
Waddeton Park Ltd	<p>The Council proposes the Urban Lifestyles policy approach for Bristol North Fringe (Cribbs/Mall, former Filton Airfield, Patchway Town Centre, Bradley Stoke Town Centre, Filton Town Centre, Parkway Rail Station to UWE), Bristol East Fringe (Kingswood, Staple Hill, Downend, Emerson’s Green, Hanham, Longwell Green), Yate and Thornbury.</p> <p>As noted in previous responses, the deliverability of residential development in Bristol North Fringe, Bristol East Fringe, Yate and Thornbury locations will be dependent upon the viability of Brownfield sites and the demand for high density urban living.</p>	11 Mar 2021
Waddeton Park Ltd - Land at Hicks Common Road	45. Whilst some of the Urban Lifestyle areas appear logical, it is typically going to be older more established locations that offer the greatest opportunity for regeneration. It is difficult to see how some of the North and East Fringe areas will support adaptation and intensification when they largely consist of relatively new housing that is neither ready for redevelopment nor adaptable for intensification purposes urban intensification through re-development and reuse. This approach	17 May 2021

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	<p>also requires willing landowners and occupiers to release land and buildings. There is no evidence that this will happen on the scale that the emerging SGC Plan might envisage. Unless SGC is willing to commit to pursue multiple Compulsory Purchase Orders, it should be realistic about what can be achieved and therefore what can be relied upon to support housing and economic growth from this source. It will be incumbent on SGC to show evidence of vacant buildings and sites that would support this approach having pursued an urban renewal programme for many years already.</p> <p>46. It is noted when discussing Urban Lifestyles in the Issues and Approaches document that some criticism is made about speculative development in respect of places like Thornbury and how this has changed the strategic approach. This is because SGC has previously relied upon its urban capacity to underpin its housing requirement and whilst the sites it relied upon were available, the timeframe for their complex delivery has always been an under-estimation. This has led to some planning by Appeal based on land supply delivery shortages and an undermining of the current development plan spatial distribution strategy.</p> <p>47. It is noted that Thornbury is now out of balance in terms of the jobs to housing ratio and whilst this would suggest limiting housing growth in this area, that is the wrong driver for a change. The real driver should be an understanding that whether the homes to jobs ratio is 1:1, the evidence shows Thornbury generates out-commuting because people chose to live there and commute to Bristol which will always provide a much greater opportunity and range of employment. This Plan should be based on an understanding of commuter flows and establishing ways to reduce trip length and thereby widen the opportunity to travel by means other than the car.</p> <p>48. A much more focused approach to the areas where Urban Lifestyles can be achieved would be supported. For example, Filton Airfield may be one such location where a meaningful change could be effective, providing it is deliverable in a meaningful timeframe, but others are likely to prove more challenging.</p> <p>49. Furthermore, concern is raised about the suggestion the East Fringe is dominated by residential development and that residents commute for work. In this context, it is important that employment areas do not come under pressure to be redeveloped for residential purposes at the same time as recognising that commuting from the North and East Fringe and settlements like Winterbourne will prove to be the most sustainable for those people who supply the labour for the Bristol employment market. Appendix 2 illustrates the positive impact of focusing growth at places like Winterbourne when compared with settlements beyond the Green Belt.</p>	
William Howell	No	23 Feb 2021
William Sharpe-Neal	Do not agree to develop new housing at the land to the west of Thornbury Castle listed as land at Park Mill Farm and Quarry Farm. It will ruin our local community in Kington and damage Thornbury as a historic market town. The area is currently made up of historic listed buildings and beautiful countryside. Such a development	28 Feb 2021

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	would be a disgrace to our history and way of life and should be avoided at all cost.	

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