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14 JANUARY 2013

Your Ref: 2807553

Re: South Gloucestershire Council Core Strategy
- additional hearing.

Dear Patrick,

We would be very grateful if you could pass on the following comments to the Planning Inspector for the hearing on the 7 March 2013.

We would agree that it would be difficult to take growth in Thornbury unless money is invested in improving the bus corridor on the A38 from Bristol City Centre - Hatfield - Zetton/Patchway/Cribbs Causeway - Thornbury. Then onwards to Berkeley - Gloucester - Dursley. This bus service would have to be every 30 minutes in the daytime and hourly in the evening and Sundays as well as hourly to Berkeley - Gloucester - Dursley if growth is allowed in Berkeley and Stroud district. Also, there is a need to invest in the railway line from Thornbury to Yate (mothballed from Tuffenriggs Quarry to Yate at present). It would need to be

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brought back into use for passenger services and extended south to Bristol Temple Meads via Filton Abbey Wood then across the city to Bedminster and then Weston-Super-Mare. This could only be achieved by fair pricing from Filton to Bristol Temple Meads and out to Bedminster, Parson Street as far as Bristol West depot as part of the Greater Bristol Metro.

Therefore, unless we are able to improve public transport to Thornbury we would need to look at other options for housing either to add additional housing east of Hory Stoke where there are good rail links to perennide via the Henbury loop to Gornowald or via Filton Abbey Wood to Bristol Temple Meads and Weston-Super-Mare, or to Bath and West Wilts as part of the Greater Bristol Metro. Bus links can be developed as part of the Greater Bristol Metro (bus network - new name for BRT by the Mayor) with links to UWS, Bristol City Centre via Stapleton and Eastgate to Central Bristol and Bristol Temple Meads, Bradley Stoke to Cribbs Causeway to Henbury station as a separate route. East of Hory Stoke site would require high quality planning, good urban design which fits into an urban form location similar to Poundbury (Dorset) with high quality open spaces and affordable rented high density housing with investment in public transport.

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Hensley, Southmead, Brentley, Patchway new neighbourhood whilst this is a sustainable location we believe the balance between housing, industry and green space needs to be addressed in favour of more industrial developments around the airfield and green space to balance any housing as there is a need to develop a sustainable community in North West Bristol even allowing for re-opening the Hensley loop with new stations at Chittering platform, Hallen Hensley, Charlton Hall, Filton North platform Filton Abbey Wood to Bristol Temple Meads via Horfield and Ashley Hill.

We need to protect the aviation industry jobs at Rolls Royce, GKN Aerospace, EADS together with the Hitachi Rail depot at Stake Gifford.

Green spaces and green lungs also should be protected including Charlton Common to prevent Patchway, Southmead, Brentley, Hensley and the Cribbs Causeway area from joining up.

Public transport buses should integrate effectively with the Greater Bristol Metro network. Showcase bus routes into the area from Bristol City Centre should be improved but should operate via Cribbs Causeway on the Showcase routes. The T5 service is to go 24 hour from the end of March 2013 from Cribbs Causeway to Martlesham via Bristol

City Centre.

Emersons Green could take further growth towards Wormley but would require improvement to the bus network via the Avon Ring Road to the M32 and Felton Abbey Wood station such as the new route X18/18 Kingwood - Cribbs Causeway and Southmead hospital. There should also be a fast high quality bus route to Bath via Keynsham and improved links to Bristol City Centre on the 48/49 route. Again, there should be a balance between jobs, housing and green spaces in this area. This should be done in conjunction with an upgrade of the Avon Valley Railway running to Bath (Weston Riversley) from Wormley. Again there is a need for affordable housing in this area.

Yate should only take a small allocation of new housing beyond its allocated figure but will require additional rail services to Gloucester and Cheltenham and Bristol/Bath.

Severn Beach/Pilning - a small amount of housing could be taken in this area close to the railway stations (no more than a few hundred) with improved rail services at Pilning and Severn Beach in conjunction with the Port related industrial parks. This should be balanced against the flood risk from the River Severn. But alongside this, improved

bus services and a Perry People Mover type train could help public transport provision in the Bristol Port employment area.

The rural areas - Charlfield, Wotton-Under-Edge, Berkeley would be the only other locations for additional housing and this would help with the re-opening of both Berkeley and Charlfield stations. This plan would need to be agreed with Stroud District and Gloucestershire County Councils in a duty of co-operation. However, our preference is not for large scale rural development.

We are very concerned about the level of lack of housing allocation/provision of economic development in the Bath and North East Somerset Core Strategy and we believe there should be growth in South East Bristol - Whitchurch, Stokwood, Keysham, Brislington, Knowle, Hergrave, Horsham as well as South West Bath with improved bus/rail links to improve sustainability in Greater Bristol as this preferable to building more housing in both Kingswood and East Bristol for commuters from Bath. This must be picked up in the Core Strategy by the far Greater Bristol Authorities through the West of England Partnership. The BANES (revised) core strategy is due out on 9 March 2013.

Of course, any development between Kingswood/East Bristol to Bath would

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require the re-opening of the former Midland Railway line from Bristol to Bath via Mappotfield and Wansley (including the link to Westerleigh and Yate) retaining a walkway/cycleway alongside a tram-train network similar to the Midland Metro on the Wolverhampton - Birmingham line. This precludes any major development in the Kingswood area beyond the Greater Bristol by network and Keynsham station as a railhead for the South Kingswood area.

Yours sincerely



(as per our previous submission)

Please note: this statement is made with the support of Living Easton (your ref: 9022241)