

Statement for the Planning and Housing Board of the West of England Partnership 25 February 2013

Statement for BANES Core Strategy 4 March Meeting Full Council

Statement for South Gloucestershire Core Strategy Enquiry 7/8 March

These are our preferred options for the four core strategies.

We think it is very important to regenerate the available brownfield land: especially to regenerate the diverse communities which comprise the Old Market/Temple Meads Area, Easton and St Pauls. It is of course vital that all developments in these areas are negotiated with the respective communities – BME, disabled and LGBT specifically.

Regenerations zones should also be focused on Filwood, Hengrove, Hartcliffe, Whitchurch and South Liberty Lane in South Bristol, as well as parts of BANES extending from Whitchurch towards Stockwood and Keynsham which could all be served by the new Metro Bus network. The life quality of the housing needs to be supported with accessible employment and green lungs in the form of good quality parkland interspersed in the developments. Keynsham, Parson Street and Bedminster will provide Metro rail access.

Other regeneration land could be around Weston-super-Mare and its villages with good bus and rail connections, including Birnbeck Island, the Bourneville Estate and the former RAF site at Locking. To the south of the town there is room for development at Highbridge, Burnham-on-Sea, Bridgwater and Taunton.

In North Bristol the areas for development would be Hallen, Henbury, Brentry, Charlton Hayes, Patchway, Filton, Cheswick/Lockleaze, East of Harrystoke, Coalpit Heath, Emerson's Green and Yate. Small scale development might also be considered for Pilning and Severn Beach. In all cases again the quality of life of those who take up residence in these new developments needs to be enhanced with the provision of high-quality open spaces and wild areas which act as the city's green lungs. It is important to keep in mind that we can not simply rely on the existing green spaces but need to plan for new areas of respite from the urban landscape. The suggested areas of development are all in line with the transport strategy for Greater Bristol and Bath LTP and metro rail access is available in many of the locations listed, with express bus network services providing links to those which are not directly rail served.

Stroud District with Gloucestershire County Council's proposal for development of Thornbury, Berkeley and Sharpness is an alarming prospect which would require a huge amount of infrastructure improvement as well as redesigned bus services and the potential reopening/upgrading of the Thornbury branch railway and the Berkeley and Sharpness line. The net result of this proposal would constitute ribbon

development from Filton to Quedgeley and would distract from the regeneration of Gloucester and Cheltenham.

Further development in South Kingswood/Hanham/Longwell Green is neither appropriate nor desirable and the region would be much better served by brownfield and/or greenfield building around Keynsham, South West Bath, Western Riverside, Northern and Southern Quays, Peasedown St John, Timsbury, Paulton, Norton-Radstock and Clutton. BANES will of course have to work with Swindon and Wiltshire on the City Deal.

In Mendip the preferred sites would be around Shepton Mallet, Street, Trowbridge, Melksham, Frome and Swindon, the last four of which have good metro rail links (which could also be brought to Radstock and Shepton Mallet).

Not building houses and providing jobs is absolutely not an option for a city region like Bristol and Bath, and nor can every blade of green-belt grass be protected in the face of a severe housing shortage.

South West Transport Network

with the support of **Bristol Gay Village Org** in the need for diversity consultation in planning (the Equalities duty)

22 February 2013