

Proposed Neighbourhood Partnership Response 2nd July

Amended at BS10 meeting 11th July

We believe that the closure of the Airfield was short sighted and will cause economic problems in the years ahead. However our purpose on writing this joint statement is not to dwell on the mistake of closing the Airfield but rather as an attempt by local Bristol residents and neighbourhoods to have a say in such a massive development within South Gloucestershire's borders.

The residents of Henbury, Brentry and Southmead view with concern the proposed construction of 5,700 houses to the immediate North of the two Council Wards. These concerns can be summarised as follows:

- The immediate transport impact of such a development on the roads of North Bristol, these include specifically Charlton Road, Fishpool Hill, Passage Road, Pen Park Road, and Southmead Road, but also the wider road network.
- The possibility of local services not being provided until after the houses have been built and occupied. This could potentially swamp local services in Henbury, Brentry and Southmead and exclude existing local residents from accessing vital facilities.
- Lack of formal and ongoing consultation with the residents and communities of North Bristol.
- The loss of green space in general, and specifically the potential destruction of the Charlton Common located on the edge of Brentry and Southmead wards.
- The possible increase in flood risk along the Henbury Trym and the River Hen due to increased rain runoff from the new development.
- That access to the site for construction materials via Charlton Road will have an adverse impact on local residents.

With these stated we would request the following assurances in writing from South Gloucestershire Council:

- That no access be planned down Fishpool Hill.
- That Charlton Road be for public transport only; we do not want general access via this road either to or from the new development. We are opposed to a Brentry or Southmead Rat Run.
- That we will be consulted on the proposed travel plan and mapping for the development.
- That South Gloucestershire will work with Bristol City Council to ensure that railway development will form part of any such traffic and transport proposal, and that land be earmarked for a new station in the area.

- That any adverse impact, no matter its origin (be it flooding, congestion etc), from the new development be mitigated against.
- That the traffic flow from the site be encouraged to flow Northwards away from the Bristol border so as to minimise the impact on local roads and communities.
- That the full environmental impact of the development be considered.
- That the infrastructure for the new development be phased in during construction and not left to the end. We don't wish to see local facilities in the North of Bristol overwhelmed by too many residents that have not been adequately catered for.
- That a continuous dialogue be established between South Gloucestershire's planning officers and the Neighbourhood Partnership as part of the SPD process. This should happen no less than quarterly until the document is finalised, and thereafter should be expanded to include the principle developers themselves.
- That a green buffer zone be included in the plan, and that Bristol's existing green corridors are taken into account
- That weight restrictions should be imposed on Bristol's roads to prevent damage caused by heavy lorries during the construction phase on the airfield site
- That consideration be given to transporting construction materials by rail, delivered directly to the construction site via the Henbury loop line
- That community connections should be implemented via pedestrian access and in shared spaces
- We hope that you will provide us with these assurances as soon as possible. Although the development falls outside of Bristol City Council's boundaries its impact will be very much felt by the residents of the City, hence this statement today.