

Hambrook Lane Action

EAST OF HARRY STOKE NEW NEIGHBOURHOOD ISSUES AND OBJECTIONS

Questions for the public meeting (Little Stoke Community Hall 2pm – 3.30pm Tuesday 22nd January 2013)

Copied to: South Glos Council Planning Officers; Steve Shield, Parish Clerk; Jack Lopresti MP; Mark Prisk, Housing Minister; Patrick McLoughlin, Secretary of State for Transport; Mayor George Ferguson; Natural England; Avonside Group of Campaign for the Protection of Rural England; Bristol Green Party; Avon Wildlife Trust and local Press.

1. Qualifications of the South Glos Council Officers managing this project

Please can we have confirmation of the professional qualifications and experience of the Officers involved to manage this major project.

2. Concentration of new development in north east Bristol

Of the 21,500 (or so) houses intended for the South Gloucestershire region as a whole, it seems that a significant percentage of these are to be concentrated in north east Bristol in the Filton/Cribbs/Harry Stoke/Stoke Gifford region. Can the Council advise on the number of houses planned and projected for the different sites, including Filton Airfield and the Frenchay Hospital site?

How does the Council justify the need for so many new houses in this one area which is already heavily developed and congested? Where is the specific evidence for the need for new housing in this area over and above the developments already underway at Cribbs and Harry Stoke, and on the brownfield site of Filton Airfield?

How do these planned numbers compare with the recommended house building programme demanded or negotiated with central Government?

What consideration has the Council given to alternative sites for development in this area? For example land east of Frampton Cotteral and Winterbourne, and to the west of Coalpit Heath. There is enough land in other areas such as this to accommodate all these additional houses without impacting on the current congestion in Stoke Gifford.

Where will the new employment come from for all these people? There is already unemployment in this area. What manufacturing and wealth-creating industries have South Glos Council planned?

Hambrook Lane Action

3. Lack of notification to local residents.

How does the Council justify its lack of information to local residents about the proposed East of Harry Stoke New Neighbourhood and in particular its omission to notify local people about the consultation period and the local SPD exhibitions?

Telling us that you have published the notifications of meetings etc is no excuse as clearly, many people have not seen or heard of them. Surely for a development so big it is a duty of the parish council, and the Planning Committee, to inform those residents most affected with a letter on a regular basis. The home owners living along Hambrook Lane and Harry Stoke Road will see a very dramatic change to their surroundings over the next few years, property values are bound to be affected, We need better communications from our local officials!

4. Traffic and congestion

How does the Council justify building a road (Stoke Gifford Bypass) to help alleviate congestion in this area, and then to build thousands of houses and to add thousands more cars into the area which will further congest it?

How specifically does the Council expect the new bypass which will run from the A4174 ring road (which is already congested) to Parkway North, leading to the Winterbourne Road (which is already congested) to alleviate congestion in this area?

How does the Council justify allowing Hambrook 'Lane' which is a narrow road in a residential area, to be used as a main commuter route into and out of Stoke Gifford, and how does the Council justify further increasing the traffic onto this road by way of access from the Bypass (even indirect access) and from the new development?

What access points to Hambrook Lane are the Council proposing, in detail, from the new development and from the new Transport Link road?

In view of the fact that the vehicular access points into and out of the Harry Stoke Development now underway (1200 houses) are onto Great Stoke Way by Friends Life, and onto the A4174 ring road via the south end of what will be the new Stoke Gifford Bypass, how will the Council guarantee that residents of this Development won't try to use Church Road and Hambrook Lane as a short cut when the ring road is backed up **which is already the case before the building of this Development starts**. Also the area around Friends Life is already completely congested during rush hour, so adding more traffic into it from this Development will further hinder access for residents of Hambrook Lane, Highfields Close, Railton Jones Close and Whitney Mead. Can the Council explain how this will not be the case?

Doesn't the Council think it makes more sense to see what the impact of the Harry Stoke Development will be on the area first before planning to add another 2000 houses and businesses in the East of Harry Stoke area?

Hambrook Lane Action

What guarantees do the Council have for the following:

- a) That the proposed Stoke Gifford bypass will reduce congestion in Stoke Gifford and not itself become grid-locked.
- b) That residents of Hambrook Lane (and adjoining roads which depend on Hambrook Lane for access) will be able to leave and return to their homes without excessive delays due to local congestion (most of us already experience delays of up to 45 minutes just to get to the M32 in morning rush hour, and similar delays during the evening rush hour).
- c) That the new road and development will not increase traffic onto Church Road, which is effectively a single lane road due to car parking, and which adjoins an already seriously congested area around Friends Life and is already to capacity.
- d) That a new road onto Hambrook Lane via the access created by demolishing no 10 Hambrook Lane will be safe for local residents and will not further increase traffic onto Church Road and Hambrook Lane
- e) That residents of Hambrook Lane, and adjoining roads, will not be put in danger by restricted access to and from their homes on account of local traffic congestion.
- f) That an ambulance from Southmead hospital can arrive at Hambrook Lane (and adjoining residential areas) during rush hour in adequate time to meet the Government's target time for use of a defibrillator following cardiac arrest, which is 8 minutes. We would like to see evidence for this now, and the plans that will guarantee this when thousands more cars are congesting this area.

5. Air pollution

Within this area currently, emissions of nitrogen dioxide from vehicle emissions in certain places already exceed the national standards.

What is the Council's strategy to meet the levels set by current legislation?

How can the Council justify adding thousands more houses, and therefore cars into this area which will increase not decrease the levels of pollution?

What guarantees does the Council have that by adding thousands more houses and cars into this area that the levels of pollution will not increase?

How does the Council square its Environmental Group Strategy which has the aim of reducing carbon emissions in South Gloucestershire, with building thousands of new houses in this area, adding thousands more cars, and adding to the traffic congestion which is already severe. Also adding new businesses and increasing energy consumption overall? What evidence do you have that low carbon strategies will mitigate the impact of all this new development? What evidence do you have that you will succeed in lowering carbon emissions in this area in light of this new development?

Hambrook Lane Action

6. Noise

For residents of Hambrook Lane the noise from the motorways and A4174 ringroad as well as the railway is already significant, and will be further added to by the Stoke Gifford Bypass and the new network of proposed main routes/streets.

What guarantees do the Council have that local residents will not have to endure excessive noise pollution?

7. Flooding

Much of the area for the proposed East of Harry Stoke New Neighbourhood is a flood plain and therefore already subject to flooding and waterlogging.

How does the Council justify building on a flood plain in light of the consequences seen nationwide from doing just this?

What guarantees do the Council have that houses in the proposed development, and existing houses in the area will not suffer flooding?

What are the Council's plans to stop the regular flooding of Hambrook Lane just past Curtis Lane, which is already a significant problem and potentially lethal when frozen?

What specific measures will the Council implement to protect The Stream which is already subject to flooding and build-up of silt and debris from current activities in the area? How will the Council guarantee that the new development will not further increase the risk of flooding in this area?

8. Sewerage

The current sewerage system is inadequate for the new development, and a completely new sewerage system would therefore be required at significant cost. Is the Council giving a guarantee that a new sewerage system will be provided if this development goes ahead?

9. Loss of Green Belt, agricultural land and wildlife habitat

How does the Council justify developing the **last bit of green belt** in an area which is already heavily developed and congested?

How does the Council justify developing the last bit of green belt which is also a flood plain?

Hambrook Lane Action

What specific evidence is there for the need to build more houses on this green belt land, over and above the existing developments underway at Cribbs and Harry Stoke, as well as further developments on Filton Airfield and the Frenchay Hospital sites which are not prime agricultural land?

How does the Council justify depriving residents of all open space in this area?

How can the Council suggest that planting a few trees along the boundaries of the motorways and A4174 ring road will provide an area for wildlife and a recreational space for residents?

How does the Council justify its lack of communication with local residents about relevant wildlife such as great crested newts? No explicit contact has been made with local residents about wildlife in this area.

How can the Council justify building on prime agricultural land at a time when the population as a whole is increasing and every acre of farmland lost means less food can be produced?

10. No 10 Hambrook Lane

How does the Council justify including 10 Hambrook Lane in the proposed development area, when the planning application for this site was turned down after appeal earlier last year?

The proposed development includes a road through this site. What guarantees do the Council have that

- a) There will be no further increase of traffic onto Church Road which is already to capacity
- b) This access point onto Hambrook Lane will be safe for local residents
- c) This access point onto Hambrook Lane will not further congest Church Road and Hambrook Lane, or restrict access into and out of Hambrook Lane for residents.

From the statement made by Mr Patrick Conroy, in his response to Nicola Hembry (29th Nov 2012), it would appear that the Planning Committee has always intended to put an access road through 10, Hambrook Lane, regardless of the outcome of the planning applications!

Mr Conroy stated that since 2010 the Planning Committee has included No 10 in their plans. Can the council please explain the point of the planning and appeal process if decisions to use No 10 for access have already been pre-ordained, whatever the outcome of public opinion?

Why is it necessary to have an access road onto Hambrook lane at no 10 when there are already plans for two access roads along Harry Stoke Road. One of these is

Hambrook Lane Action

currently in progress between No 23 and 25. The other is planned for the junction with Westfield Lane.

11. Local Power Grid Network

With thousands of new houses in this whole area (Harry Stoke, East of Harry Stoke, Filton Airfield, Cribbs, behind the MOD, and the Frenchay Hospital site) as well as all the new businesses that the Council tell us will be created for all these thousands of new residents – what guarantees do the Council have that the energy network will be adequate to avoid supply problems for people living and working here?

12. Infrastructure for new development

Can the Council establish the 106 contribution from the various contractors, when will it be available, and when can infrastructure work commence such as: new sewer from Harry Stoke, Grid power re-alignment, or the housing layout to avoid building under power lines?

Where are the thousands of new residents going to shop, and children go to school? We have already seen the considerable delays caused over the Bradley Stoke Town Centre, where new residents had to wait several years for the necessary shops and schools. Can the Council assure us that these delays will not occur again?

Can the Council assure us that the remaining infrastructure such as doctors, dentists, chemists, public houses, recreational facilities will also be forthcoming within an adequate time frame?

What effect will the new football stadium have on the area as a whole? Has this been included in the overall traffic management strategy? What is the proposed location (exactly) of this new football stadium?