

# **MINUTES OF THE PLANNING AND TRANSPORTATION COMMITTEE MEETING HELD ON TUESDAY 27<sup>th</sup> SEPTEMBER 2022 FROM 7PM – 8PM AT POOLE COURT, YATE.**

## **PRESENT**

~~Councillors Cheryl Kirby, Alan Monaghan, Ray Perry and Chris Willmore.~~  
Tony Sharp (Co-opted non-voting member of Planning & Transportation Committee.)  
Lead Service Support Assistant (KH) and Service Support Assistant (RE)

## **1 ELECTION OF CHAIR**

In the absence of the Chair of the Committee, it was **RESOLVED** that Councillor Cheryl Kirby would chair the meeting.

## **2 APPOINTMENT OF VICE-CHAIR**

**RESOLVED** Councillor Ray Perry be elected Vice-Chair of the Planning and Transportation Committee.

## **3 APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors John Ford and Karl Tomasin. Councillors Tony Davis, Sandra Emms and John Gawn were absent from the meeting.

## **4 MEMBERS' DECLARATIONS OF INTEREST**

No declarations of interest were received.

## **5 REQUESTS FOR DISPENSATION**

No requests for dispensations were received.

## **6 PUBLIC PARTICIPATION SESSION WITH RESPECT TO ITEMS ON THE AGENDA**

No members of the public were present.

## **7 PLANNING MATTERS**

### **7/1 Planning Applications**

- a) Planning applications were received and considered. It was **RESOLVED** to submit comments to South Gloucestershire Council as detailed in

## Appendix 1.

- b) To comment on planning applications received after the circulation of the agenda.
- c) It was **NOTED** the Planning and Transportation Committee meeting scheduled for 12th July 2022 was cancelled. Planning applications were reviewed and comments were submitted under delegated powers (Appendix 2).
- d) It was **NOTED** the Planning and Transportation Committee meeting scheduled for 9th August 2022 was cancelled. Planning applications were reviewed and comments were submitted under delegated powers (Appendix 3).
- e) It was **NOTED** an additional interim circulation to the Planning and Transportation Committee was made 19th August 2022, to review planning applications expiring before the meeting due to take place on 13th September 2022. Comments were submitted under delegated powers (Appendix 4).
- f) It was **NOTED** the Planning and Transportation Committee meeting scheduled for 13th September 2022 was cancelled as this fell within the mourning period following the death of Queen Elizabeth II. Planning applications were reviewed, and comments were submitted under delegated powers (Appendix 5).

## 7/2 13 to 9 Station Road, Ref COM/17/0210/OD

The response received from South Gloucestershire Council dated 10th June 2022 was **NOTED**.

*"Thank you for your e-mail. Apologies for my belated reply, I have been involved in a public inquiry for most of the week.*

*We understand the occupier has now vacated the site and the residential use has ceased. However, as you may be aware the caravans and fence are still in situ. As the removal of these also form the requirements of the notice we will consider our next steps seeking compliance with this requirement.*

*I will update you further once we have determined our next steps."*

On 6th August, it was **NOTED** that the site was vacated, together with the adjoining tattoo parlour. This draws a line under the illegalities going on and sorts out the deeply problematic site. It was further **NOTED** that present and previous councillors have spent 4 years trying to get bring this matter to a close.

Future planning applications will be reviewed through the committee, as per usual and this item to be removed from the agenda.

### 7/3 Brimsham West Quarry – Quarry Expansion

Members were thankful that the South Gloucestershire Council Tree Officer who had contacted them implemented a blanket Tree Preservation Order (TPO) on all trees affected under this application. Both Councillors and residents spoke at the development meeting in support of this with over 140 objections to the expansion registered.

### 7/4 Underground Pylon Project – North Yate New Neighbourhood

It was **NOTED** that Western Power Distribution have now removed the tower located off of Eastfield Drive (off site), during the week commencing 12th September 2022.

The Mayor of Yate, and Councillor Chris Willmore, together with several residents witnessed this local historic event for which they had been campaigning for, for several years.

Local residents are keen that the piece of land left vacant from the Pylon removal is reclaimed and landscaped. Item to be discussed at the forthcoming Environment and Community Committee meeting on 28<sup>th</sup> September 2022.

## 8 HIGHWAYS & TRANSPORTATION

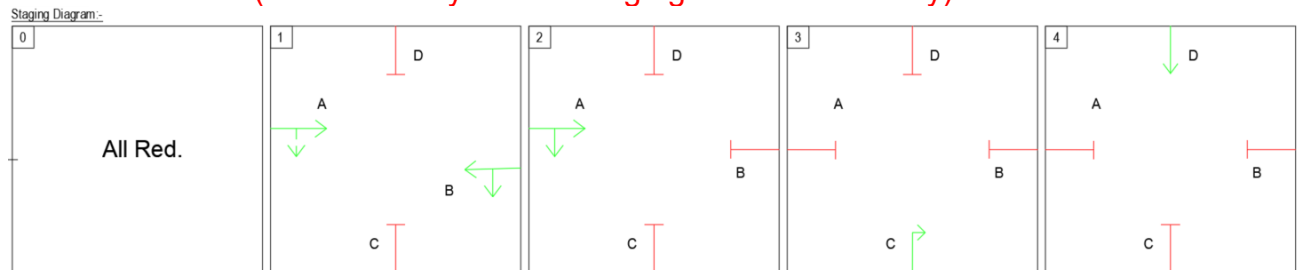
### 8/1 Kennedy Way and Heron Way, revocation of right turn out of Heron Way

The response received from South Gloucestershire Council (annotated in red) on 5th July 2022, to questions raised on this junction was **NOTED**.

- Why is the work not being completed in phases? **The programme for these works is 12 weeks; there will be phases within this, ie the team are currently on Heron Way, leaving Kennedy Way running as normal. "Phased" work in construction terms is usually reserved for much larger schemes that need to be broken down.**
- Residents have been cut off from accessing public transport with ease. What is being done regarding the buses? **First completed a test run to see if they could undertake a U-turn at the end of Heron Way but advised they were unable to make the manoeuvre safely. Buses have been diverted along Scott Way with temporary bus stops on Scott Way between Hudson Close and Shackleton Avenue. The bus stop near the works area is not heavily utilised so we wouldn't anticipate many problems. We have been in touch with individuals concerning public transport and will continue to do so if problems arise.**
- We are deeply concerned for the safety of cyclists and pedestrians - did the safety audit raise concerns in this respect? **I have previously been in contact with Chris Willmore at Yate Town Council regarding this – in short, cyclists have been catered for with all safety concerns in the road safety audits answered and pedestrians have not been considered as there are no footways close to the**

junction and no obvious signs of “desire lines”. Our road safety team provided Chris Willmore with a detailed response on the pedestrian issue.

- Please can we have a copy of the final scheme and phasing plan as this has not been received. A copy of the General Arrangement has been provided previously, there has been minor updates following the Road Safety Audit, I've attached an updated plan for your reference (Appendix 6). The signal staging is as follows (Where D is cyclists turning right into Heron Way):



Further updates from committee members highlighted a number of problems at the junction including the left turn traffic island, the cycle facility not being long enough, the lack of a pedestrian light phase and the safety audit being claimed by South Gloucestershire Council as out of scope.

Members reiterated that they are deeply concerned about the operation and safety of this restructured junction and fear a fatality may occur.

It was **RESOLVED** to write to Mark King, Head of Streetcare at South Gloucestershire Council to request a Stage 3 Safety Audit.

## 8/2 Pedestrian Safety, Traffic Lights Crossing Station Road

It was **NOTED** further correspondence requesting an update from South Gloucestershire Council on the improvements was sent by Councillor Chris Willmore on 22nd July 2022.

“.... Do we yet have a timeline for when the works will be done?”

I understand the ‘red light running’ as an enforcement issue, where it is isolated drivers. The problem here is that the lights are so close to the junction people don’t always see it coming. So surely that is a system issue. I’ve had this discussion before, and I understand a lot of highway engineers take the view that drivers should object the rules and we design roads for rule compliant drivers. But when we have evidence of people breaking the rules and putting lives at risk because there is something in the design that seems to cause this, surely we need to look at whether we can do anything more to reduce this risk.

Councillors, and I am sure officers, do not want to be in the position of saying to a parent whose child has been hit ‘we were aware it happens here, but it is always the driver’s fault...’

Response received from South Gloucestershire Council:-

*"Please accept my apologies, I assumed this was complete.*

*The signal heads were realigned; however, our contractor didn't order the materials (backing boards).*

*Since 1st July, we no longer use a contractor for traffic signal maintenance and have now ordered the materials directly with the supplier as a matter of urgency.*

*I will update you once we have a delivery date and our engineers will install as soon as they arrive."*

Members confirmed that works have now been concluded and **RESOLVED** that this item be removed from future agendas.

## 9 **CONSULTATIONS** *(Paper copies of all consultations are available to view in the Town Council office).*

### 9/1 **Current Consultations**

Consultation Name	Date circulated	Closing date	Notes
Short Term Holiday Lets Policy Consultation Briefing <a href="#">Developing a tourist accommodation registration scheme in England - GOV.UK (www.gov.uk)</a>	Rec'd via NALC 28.7.22	21.9.22	It was <b>RESOLVED</b> that no comment be submitted for this consultation.

### 9/2 **Consultation Responses**

Consultation Name	Date circulated	Closing date	Notes
South Gloucestershire Housing Strategy 2022-2052. Awaiting official consultation (1 July 2022 to 1 September 2022) <a href="#">Click here for consultation</a>	4/7/22	1/9/22	It was <b>NOTED</b> that a response was submitted 31.8.22 via online portal by Councillor Chris Willmore (Appendix 7). Thanks were extended Councillor Willmore and to those providing input on this consultation.

(neighbouring parish) Psymera, Oxwick Farm, Wickwar Road, Yate, BS37 6PA <a href="#">Consultation Homepage - Licensing Act 2003 Register - South Gloucestershire Online Consultations (southglos.gov.uk)</a>	9.9.22	03.10.22	It was <b>NOTED</b> that a response submitted 23.9.22 by Service Support team. Thanks were extended to Councillor Chris Willmore and to those providing input on this consultation (Appendix 8).
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Consultation Name	Date circulated	Closing date	Notes
Yate Town Council Public Transport Response – Yate Transport Forum		26.9.22	It was <b>NOTED</b> that a response submitted on 25.9.22. Thanks to be extended to Councillor Chris Willmore for completing this response (Appendix 9)
Parkway Station Consultation <a href="#">Click here for consultation</a>	18.7.22	14.8.22	It was <b>NOTED</b> that a response was submitted on 12.8.22. Thanks to be extended to Councillor Chris Willmore for completing this response (Appendix 10)

### 9/3 Urgent Consultations

It was **NOTED** that the WECA Parish Council Bus Survey was received via email on 27<sup>th</sup> September 2022 and agreed that it urgently be circulated to members, requesting comments by midnight on Friday 30<sup>th</sup> September, in order for a response to be compiled and submitted by the closing date of 4<sup>th</sup> October 2022. It was **RESOLVED** Councillor Chris Willmore would coordinate the response.

## 10 Joint Cycleway Group

### 10/1 Meeting of Joint Cycleway Group

The minutes of the meeting of the Joint Cycleway Group (JCG) held on 15th August 2022 were **NOTED** (Appendix 11).

It was **RESOLVED** that the Chair of the Planning and Transportation Committee would approach the Chair of JCG to ask if they would like to join the Planning and Transportation Committee, in order for these two committees to liaise with regard to transport matters.

## **11 Reports from Representatives on Outside Bodies**

### **11/1 Green Community Travel**

It was **NOTED** that Councillor Tony Davis has been appointed Chair of Green Community Travel. A report to be sought from Councillor Davis prior to future Planning and Transportation Committee meetings to update the committee.

### **11/2 Yate and District Transport Forum**

It was **NOTED** that the next meeting of the Yate and District Transport Forum to be arranged once key members of group availability have been confirmed.

Following the meeting which took place on Wednesday 29th June 2022 at Yate Heritage Centre with WECA Metro Mayor, Dan Norris and representatives of Yate & District Transport Forum (Councillors Cheryl Kirby, Ben Nutland & Chris Willmore (Yate Town Council) and Councillor Paul Hulbert (Dodington Parish Council), a discussion took place about routes, reliability and fares and the following was agreed:

Councillor Chris Willmore prepared and submitted comments to be considered as part of the WECA review in August 2022 (Appendix 12).

It was **RESOLVED** to write to WECA urgently regarding;

- a) Route of Bus 47;
- b) The change of bus times to Filton College.

(Councillor Chris Willmore to provide further information in respect of the above to form part of the correspondence).

### **11/3 Yate Masterplan**

It was **NOTED** that Councillors Ruth Davis and Chris Willmore were asked by South Gloucestershire Council to attend preliminary meetings to discuss the “mini-Holland” idea for the town, as appointed representatives for the Yate Masterplan.

The Planning & Transportation Committee look forward to receiving information on the stakeholder bid and plans including the possibility of an injection of £3.4 million which could revolutionise Yate.

## **12 Outstanding Items**

Items shown on the pending list were **NOTED** (Appendix 13).

### **a) Highway Surface Repairs, Chatcombe**

It was **RESOLVED** that Councillor Kirby will check the status of the repairs at Chatcombe and report back to the committee.

**b) Wickwar Road / Peg Hill (Southfield Way) Junction Safety**

It was **RESOLVED** to write to South Gloucestershire Council again to request the Traffic Management Plan in the light of the increase in housebuilding in Wickwar, to include an explanation on how the increase in traffic is to be managed at this junction.

Additionally SGC to be asked to formally include this junction on the list of highway schemes.

**c) Bike Detectors at Traffic Lights**

It was **RESOLVED** to write to South Gloucestershire Council to ask if the hybrid detection has now been installed at the Heron Way junction. Also to seek confirmation that it is now standard practice to include hybrid detection at all new junctions moving forward.

**d) Goose Green Cycleway**

It was **RESOLVED** to remove this item from the pending log. It was reported from SGC that these repairs were scheduled to take place in next year's programme – which we are now in".

**e) Shopping Centre Carpark Queues, McDonalds Entrance**

It was **RESOLVED** to write again to McDonalds for feedback, as following the installation of the new drive-thru lane, queuing problems are still being experienced.

**f) Additional Item – Potholes**

It was **RESOLVED** to write to South Gloucestershire Council regarding the state of the road surface on a) the entire length of Station Road, b) the Link road, c) the top of Greenways Road and d) the small roundabout on the Westerleigh Road.



## YATE TOWN COUNCIL

## Planning Applications Received for Review and Comment 27.9.22

Ref. Number	P22/02964/HH
Description	Alterations to existing garage and erection of single storey side extension to form additional living accommodation.
Location	52 Tyndale Avenue Yate South Gloucestershire BS37 5EX
Expiry Date	26 <sup>th</sup> September 2022 – Extension to respond agreed to 3.10.22
YTC Comments	<p>Repeat our previous objections (24.6.22)</p> <p>OBJECT - This lies to the south and east of the footpath into Tyndale park. The proposal will link the garage to the existing building, forming a continuous structure and raise the height compared to the existing garage. As such it means there will be a built form along almost the whole length of the boundary. This is right by the school and is well used by children and parents after school to gain access to the park adjoining.</p> <p>Yate Town Council leases the adjoining land, so we own right up to the property fence, and the footings of this structure will seriously affect a tree on town council land, therefore we need to object unless there is a condition requiring protection for the roots of the tree in the park immediately adjoining the proposed single storey extension, and a root barrier to stop any further claims to demolish the tree as the proposed building will be within 3 feet of the tree trunk. The proposed building will go up considerably higher than the current garage at the northern end and as such will require the removal of much of the tree canopy from the tree that is on our land but stretches across the garden. We believe that tree is subject to a TPO. The tree is not shown on the application plan and there is no mention of how its roots will be dealt with.</p> <p>As tenants of the adjoining land our consent is required as is that of the landlord of the adjoining land.</p> <p>A non severance condition is also required.</p> <p><a href="#">Submitted 3.10.22</a></p> <p>NOTE: Deputy Town Clerk of YTC, as landowners, to write to applicants - if they do get consent they must ask our permission to do any works on our land/affecting our land and that will involve putting suitable root protection for our trees on our land.</p>

Ref. Number	P22/03612/RM
Description	Erection of 47no. dwellings with associated garages and infrastructure, with appearance, landscaping, layout and scale to be approved (Approval of reserved matters to be read in conjunction with P19/6296/RVC formally PK12/1913/O.
Location	PL10,30 And 31 North Yate New Neighbourhood South Gloucestershire
Expiry Date	26 <sup>th</sup> September 2022 - Extension to respond agreed to 3.10.22
YTC Comments	<p>OBJECT</p> <p>Following our earlier comments, the Town Council continues to object to these revised plans.</p> <p>The proposals still</p> <ul style="list-style-type: none"> <li>• Lack safe foot and cycle routes - meaning for example children going to school in winter will be walking along roads in the dark with no safe space. Even when finally the 20mph limits are introduced, this is simply not safe. We have drawn attention to other places where developments have managed to combine the shared space approach with the safe route approach.</li> <li>• There is insufficient visitor parking and it is not well laid out in relation to housing.</li> <li>• Swept vehicle paths seem to show that refuse vehicle access, whilst possible, very constrained requiring the vehicles to turn round in front of parking spaces adjacent to properties - and of course as well known, many of the delivery vehicles that will need to access these properties are longer and have harder turning lines than refuse vehicles. Designing streets where lorries cannot deliver to properties or get round corners is unacceptable</li> <li>• We need the 20mph zone in place NOW for the whole development, not left until the end as even if you consider the scheme safe enough when the limit is in, we know it is NOT safe until that is in place. It would fail a Safety Audit without the limits, and so far some streets have been occupied for over 3 years with NO sign of the speed limit required for the street to be safe.</li> </ul> <p>We strongly support the comments from the Urban Design officer (Matt Haslam) and Landscape Officer (Rachel Fry) - particularly in relation to</p> <ul style="list-style-type: none"> <li>• the urbanisation of what is supposed to be a rural transition.</li> <li>• The reduction in original green space between properties.</li> <li>• The impact of development on PROW - we know how much residents on the development are getting out into the countryside and these green connections should be central to design not peripheral.</li> </ul> <p>We reiterate our earlier comments, as almost NONE of them have been addressed.</p> <p>Submitted 3.10.22</p>

Ref. Number	P22/05392/CLP
Description	Erection of rear outbuilding to facilitate double garage and office/store/hobbyroom ancillary to the main dwelling
Location	53 Station Road, Yate, South Glos. BS37 5DF
Expiry Date	5 <sup>th</sup> October 2022
YTC Comments	No objection, providing a non-severance condition is provided. <a href="#">Submitted 3.10.22</a>

Ref. Number	P22/05436/HH
Description	Erection of single storey rear extension to form additional living accommodation
Location	23 Turnberry Yate South Gloucestershire BS37 4ER
Expiry Date	6 <sup>th</sup> October 2022
YTC Comments	No objection <a href="#">Submitted 3.10.22</a>

Ref. Number	P22/05432/HH
Description	Demolition of existing rear extension. Erection of single storey rear and side extension to form additional living
Location	6 Thorn Close Yate South Gloucestershire BS37 4BP
Expiry Date	6 <sup>th</sup> October 2022
YTC Comments	No objection <a href="#">Submitted 3.10.22</a>

Ref. Number	P22/05569/TRE
Description	Works to crown reduce 1 no. Blue Cedar back to previous reduction points. Tree covered by Preservation Order TPO357 dated 16th May 1984.
Location	91 Canterbury Close Yate South Gloucestershire BS37 5TU
Expiry Date	12 <sup>th</sup> October 2022
YTC Comments	No objection if crown reduction taken back to previous reduction points, as indicated. <a href="#">Submitted 3.10.22</a>

Ref. Number	P22/05490/HH
Description	Erection of a single storey rear extension to existing garage and alteration of roof line to form ancillary annexe.
Location	9 Moorland Road Yate South Gloucestershire BS37 4BZ
Expiry Date	13 <sup>th</sup> October 2022
YTC Comments	No objection, providing a non-severance condition is provided. <a href="#">Submitted 3.10.22</a>

Ref. Number	P22/05586/HH
Description	Erection of a single storey rear extension to form additional living accommodation.
Location	9 Ferndown Yate South Gloucestershire BS37 4DU
Expiry Date	13 <sup>th</sup> October 2022
YTC Comments	No objection <a href="#">Submitted 3.10.22</a>

## YATE TOWN COUNCIL

## Planning Applications Received for Review and Comment 12.7.22

Ref. Number	P22/03044/TRE
Description	Works to crown reduce by up to 2m, and crown lift by up to 5m on side adjacent to property (64 Clayfield), tree covered by Tree Preservation Order TPO 383 dated 16th September 1987.
Location	64 Clayfield Yate South Gloucestershire BS37 7HU
Expiry Date	14 <sup>th</sup> July 2022
YTC Comments	<p>Object – We object to the work requested on this tree unless sound arboricultural evidence is provided.</p> <p><a href="#">Submitted 14.7.22 KH</a></p> <p><a href="#">Withdrawal of Objection submitted 19/7/22</a>, following Assistant Arboricultural Officer's assurance that "I have carried out a site visit and am satisfied that the works proposed will not be detrimental to the tree and allow it to be retained in its current location without causing damage to the nearby property."</p>

Ref. Number	P22/03562/CLP
Description	Erection of site perimeter security fencing and automated gates.
Location	500 Woodward Avenue Yate South Gloucestershire BS37 5YS
Expiry Date	20 <sup>th</sup> July 2022
YTC Comments	<p>Adjoining Parish</p> <p>Object</p> <p>We object to this application until details of fencing are provided. This site faces the common across the railway line. It is essential the perimeter fence has wildlife holes so small mammals can move around and connect between the site landscaped area and the railway corridor/ common.</p> <p>It is also important that the fence design prevents site litter getting onto the railway line, but provides a visually important fascade on the rail approach to Yate station and for common users. Thick landscaping (sufficient to act as litter barrier ) with wildlife permeable metal rail fencing would be best suited for this.</p> <p><a href="#">Submitted 19.07.2022 RE</a></p>

Ref. Number	P22/03535/CLP
Description	Siting of a mobile home ancillary to the main dwelling (24 Moorland Road).
Location	24 Moorland Road Yate South Gloucestershire BS37 4BX
Expiry Date	22 <sup>nd</sup> July 2022

YTC Comments	<p>03535 Object.</p> <p>Inappropriate location for a new house at the bottom of the garden.</p> <p>This is a residential cul de sac and an additional dwelling, even in the form of a 'mobile' home is not appropriate.</p> <p>There is no suggestion of a temporary use in the application or any condition of non-severance. Once the built form is established, it is impossible to police a non-severance condition. This is an application for an additional permanent dwelling in a rear garden.</p> <p>There is no provision for the additional parking that the additional dwelling will require.</p> <p><a href="#">Submitted 19.07.2022 RE</a></p>
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Ref. Number	P22/03173/F
Description	Replacement of existing modular pre-school building with new modular pre-school building and other associated works.
Location	Phase Five Play Group Kelston Close Yate South Gloucestershire BS37 8SZ
Expiry Date	20th July 2022
YTC Comments	<p>Adjoining Parish</p> <p>No comment</p> <p><a href="#">Submitted 19.07.2022 RE</a></p>

Ref. Number	P22/03620/F
Description	Erection of 1 no. new dwelling with associated works
Location	Land At 32 Eggshill Lane Yate South Gloucestershire BS37 4BH
Expiry Date	25 <sup>th</sup> July 2022
YTC Comments	<p>3620 - No comment</p> <p><a href="#">Submitted 19.07.2022 RE</a></p>

Ref. Number	P22/03612/RM
Description	Erection of 47no. dwellings with associated garages and infrastructure, with appearance, landscaping, layout and scale to be approved (Approval of reserved matters to be read in conjunction with P19/6296/RVC formally PK12/1913/O.
Location	PL10,30 And 31 North Yate New Neighbourhood South Gloucestershire
Expiry Date	25 <sup>th</sup> July 2022

YTC Comments	<p>03612 Object unless highways, parking, footpath and elevation issues addressed.</p> <ol style="list-style-type: none"> <li>1. The application site, as submitted, excludes a large section of the road. It includes pavements, but does not include the public highway to get to the properties. So ALL of the highway needs to be within the application site. As currently presented the application shows areas of highway for adoption which are not connected to any other adopted public highway in the application. Now it may be that the gaps are already consented as adopted public highway in another application, but nonetheless this is not evidenced in this plan.</li> <li>2. The footpath out the NW of the application site which is to be surfaced needs to be adopted as it one of the connector footpaths out to the country side, as well as being the access to the large play area planned immediately to the north. It is not appropriately laid out, so that children from this entire section of the development, not just this particular application site, and children going to the adjoining school will have to walk up a driveway access round a blind corner to get onto the footpath (plot 667 is built right out to the corner). The route will be an important cycle/walking route into and out of the development to open countryside and will be well used by families, dog walkers etc.</li> <li>3. There is no provision for parking anywhere for people using the play area, which is likely to lead to conflict with residents of this application site. The only visitor parking for the application site is at the SW and E edges of the site, rather than close to the proposed play area at the NW edge.</li> <li>4. The massing and form of the dwellings, including 3 storey buildings so close to the northern edge of the site will have an adverse impact on the tranquil rural context of Tanhouse Lane.</li> <li>5. We are concerned about the road serving the affordable housing being block paving, which is more expensive to maintain, and it not being adopted. All the roads and pavements should be adopted.</li> <li>6. We welcome the provision of pavements throughout the development at last and hope all future phases will adopt this approach.</li> </ol> <p><a href="#">Submitted 19.07.2022 RE</a></p>
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Ref. Number	P22/03614/HH
Description	Erection of two storey rear extension to form additional living accommodation.
Location	16 Sturmer Close Yate South Gloucestershire BS37 5UR
Expiry Date	25 <sup>th</sup> July 2022
YTC Comments	<p>No comment</p> <p><a href="#">Submitted 19.07.2022 RE</a></p>

Ref. Number	P22/03778/TRE
Description	Works to trees as per the proposed schedule of works received by the Council on 7th July 2022. Trees covered by TPO385, dated 16/09/1987 and SGTP0 07/07, dated 23/11/2007.
Location	Rockwood House Gravel Hill Road Yate South Gloucestershire BS37 7BW
Expiry Date	29 <sup>th</sup> July 2022
YTC Comments	No Comment  <a href="#">Submitted 20/7/22</a>

Ref. Number	P22/02753/RM
Description	Proposed Nursery at Ladden Garden Village
Location	Ladden Garden Village
Expiry Date	
YTC Comments	Following the response received from the developers to our comments submitted 10.6.22 – we withdraw our objection, but we would comment as follows:-  “we continue to have concerns about highway safety and the lack of natural green environment on site for the children.”  <a href="#">Response submitted via email 14/7/22 KH</a>



## YATE TOWN COUNCIL

Planning Applications Received for Review and Comment 9th August 2022

Ref. Number	P22/03839/HH
Description	Erection of two storey side extension to form additional living accommodation.
Location	<b>Braeburn House Amberley Gardens Yate South Glos BS37 7DP</b>
Expiry Date	2 <sup>nd</sup> August 2022 – extension to respond agreed to 12.08.22
YTC Comments	<p>Object unless the hedge/ landscaping issue is resolved by appropriate conditions.</p> <p>Whilst, as long as the drive is widened as shown in the drawing, off street parking can meet the parking standard, we are concerned about the plan which will involve construction closer to the site fence.</p> <p>At the time of the consent for this development (PK18-2610) there was considerable concern from the South Glos landscaping officer about the boundary between the site and the NPDR (Goose Green Way) and as a result extra landscaping was added along the boundary to ensure there was a green hedge corridor and trees planted along the inside of the site, to maintain that green corridor. As submitted there is no mention of the impact of this application upon that green hedge and tree corridor, and the construction will involve excavation within the root areas of the hedge and the tree to the front of the property which predates the property and was to be retained in the conditioned landscaping scheme.</p> <p>We consider therefore that a revised plan is needed which shows how the planting will be preserved, and ensures root protection is possible. We appreciate planning conditions only require the landscape to be protected for 5 years following the date of the post construction landscaping, but we are still within those 5 years, and consent for works should recognise the continuing significance of the reasoning for the landscaping scheme to be made a condition of the development. We are sure the application will be able to accommodate the landscaping retention but want that made clear and made a condition of consent.</p> <p><a href="#">Submitted 10/8/22</a></p>

Ref. Number	P22/03782/F      COM/22/0433/BOC
Description	Installation of replacement cladding.
Location	<b>B And Q Plc Station Road Yate South Gloucestershire BS37 5PQ</b>
Expiry Date	3 <sup>rd</sup> August 2022 – extension to respond agreed to 12.08.22
YTC Comments	<p>Object unless condition added to deal with western fascade and signage</p> <ul style="list-style-type: none"> <li>We agree with the South Glos Urban Design Officer that all exteriors are in poor condition and therefore recladding should include the western fascade, where residents live closest and</li> </ul>

	<p>are most affected by its dilapidated condition. We note it too will be re-finished in mid grey, but this may have more impact than the weathered red on the rear which was garish initially but has now weathered to match the brickwork. Without samples of the colouring and any mock up image it is impossible for residents to assess the impact.</p> <ul style="list-style-type: none"> <li>For safety reasons, if the rest of the cladding is in need of replacement, then there is no evidence given that the western cladding is in any better condition and therefore less in need of replacement. In safety terms, cladding coming off in adverse weather would have a serious impact on this fascade.</li> <li>We note that this application does not include any detail of signage, although it does add a proposed signage zone on the western and eastern fascades. We believe all signage matters should be reserved for consideration under the signage application that no doubt will be received in due course, and that this consent should explicitly exclude consent for the location of signage (as what locations would be acceptable will depend on the nature of the signage) to avoid any risk of this consent being deemed to have conceded signage location or design.</li> </ul> <p><a href="#">Submitted 10/8/22</a></p>
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Ref. Number	P22/03864/HH
Description	Erection of a single storey rear and side extension to form additional living accommodation.
Location	<b>279 Sundridge Park Yate South Gloucestershire BS37 4HA</b>
Expiry Date	4 <sup>th</sup> August 2022 – extension to respond agreed to 12.08.22
YTC Comments	<p>Object unless</p> <ol style="list-style-type: none"> <li>condition that no eaves or guttering protrudes beyond the site boundary onto the public footpath (the proposal as currently submitted shows the building wall being on the line of the current boundary fence, and needs to be set back enough for the roof overhang and guttering if any along that side to remain within the boundary of the site and not protrude onto the footpath).</li> <li>Condition protecting the cables from the telegraph pole on the other side of the public footpath.</li> </ol> <p><a href="#">Submitted 10/8/22</a></p>

Ref. Number	P22/03950/ADV
Description	The installation of 1no non-illuminated top sign and 1no illuminated logo panel (retrospective).
Location	<b>82 Firgrove Crescent Yate South Gloucestershire BS37 7AG</b>

Expiry Date	10th August 2022 - Extension to respond agreed to 12.8.22
YTC Comments	No comment  <a href="#">Submitted 10/8/22</a>

Ref. Number	REFERENCE NO: P22/03951/F
Description	Installation of ATM and associated signage (retrospective).
Location	<b>82 Firgrove Crescent Yate South Gloucestershire BS37 7AG</b>
Expiry Date	10th August 2022 - Extension to respond agreed to 12.8.22
YTC Comments	Comment: because of the risk of ram raiding the cashpoint, we strongly suggest a condition of installing bollards in front of the cashpoint on land within the applicant's ownership.  <a href="#">Submitted 10/8/22</a>

Ref. Number	P21/00047/RVC
Description	Variation of conditions 2, 4, 5, and 8 attached to permission PK18/6606/F as amended by P20/15588/NMA to replace the approved plans. External alterations to facilitate change of use from nursing home (Class C2) to 9 No. flats (Class C3) as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended).
Location	<b>Willow Cottage Nursing Home 127 Station Road Yate South</b>
Expiry Date	The above planning application has been referred to Sites Inspection.  <b>Members of the Development Management Committee will be visiting the above site on: 5 August 2022 at 10:05</b>
YTC Comments	

Ref. Number	P22/04033/RVC
Description	Variation of condition 1 attached to PK10/1515/RVC to read "The total number of caravans on the site should not exceed 75, of which no more than two caravans shall provide permanent residential accommodation."
Location	<b>Little Wood Park Mapleridge Lane Yate South Glou BS37 6PB</b>
Expiry Date	15 <sup>th</sup> August 2022
YTC Comments	Neighbouring Parish  Object. The application does not include a plan showing how and where the

	<p>additional 10 caravans would be positioned, and because of the importance of the woodland within which the caravans are located, and the proximity to the quarry and its environmental issues, it is essential that the applicants demonstrate the location so that any consent can be tied to specific locations which provide proper protection for the trees and the amenity of occupants.</p> <p>We are also concerned that the way the site is currently marketed the pitches are being sold as permanent homes not holiday homes and would strongly urge that conditions are tightened to ensure this does not continue as permanent occupation requires different facilities and conditions.</p> <p><a href="#">Submitted 10/8/22</a></p>
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Ref. Number	P22/04011/HH (re-submission of P22/01318/HH)
Description	Demolition of existing garage. Erection of two story side extension and single storey rear extension to form additional living accommodation. ( Resubmission of P22/01318/HH)
Location	<b>9 Sutherland Avenue Yate South Gloucestershire BS37 5UE</b>
Expiry Date	12 <sup>th</sup> August 2022
YTC Comments	<p>Object</p> <p>This is a resubmission of an earlier application. The resubmission does not address the access issues we raised in our earlier object, or the grounds for refusal in that earlier application.</p> <p>The application still shows a scale and massing that would double the size of the existing terraced property rather than being a subservient extension it would effectively form a new dwelling in a location where access and parking is not available.</p> <p>We note that the proposed parking is described as a ‘ shared drive’ as the applicant claims this is a single house with merely an extension, having been refused permission for a second dwelling, the description of the parking as a ‘shared drive’ looks like a bit of an own goal.</p> <p>The tracking for vehicles leaving the garage still do not show any clearance from the wall of the dwelling or neighbouring garage. At least they no longer go through walls, but there is a need to demonstrate some clearance.</p> <p>Given the history of applications for a second dwelling on the site, it is essential that there is a condition against any separate occupation of the new build, and against converting the garage in the new building to residential use. Otherwise the application amounts to the 2 storey dwelling the applicant has had refused before, but simply with the walls knocked through to join the existing dwelling. That would get around the requirements to show parking for the additional dwelling, which has always been the stumbling block.</p> <p><b>We reiterate our earlier objects, as they have not been resolved:</b></p> <p>OBJECT on parking and highway grounds.</p>

	<ul style="list-style-type: none"> <li>• The extension is overbearing to the row of 2 bed terraced houses and will more than double the size of the property, including sticking out behind the existing building line and first and second storey level.</li> <li>• It means the garage of the neighbouring terraced housing will only be accessed by crossing what will be their access road.</li> <li>• We note there are letters of support but these are not from neighbours who will be affected by this.</li> <li>• No provision has been made for resolving the drainage issues that will result from the removal of the current garage block drainage, and thus we need to object on drainage grounds until that is resolved and included in the planning application. (Currently the block all drains into a water drain on the applicant's land, and this will be lost so an alternative will need to be provided).</li> <li>• The application does not show the capacity to deliver the required off street parking for the dwelling. Whilst the application shows a garage, the turning radiuses on the application plan show an R 3500 for both vehicles leaving the garage, but for one of the vehicles this involves driving <b>through a brick wall</b>. So the application has now demonstrated the applicant can accommodate the required number of off street vehicles on the plan as submitted.</li> <li>• Access and egress would involve considerable shuffling about of vehicles, and the garage as shown could only accommodate one vehicle with the required turning circle. We need ACAD tracked vehicle paths for both vehicles assuming two are in place in the garage.</li> <li>• Given the layout and the narrowness of the space between the proposed driveway and the front door of the terraced property adjoining, this creates a danger to adjoining residents. The applicant does not show the adjoining front door on his plans, and we consider this must be included as a crucial safety issue when considering manoeuvring.</li> <li>• This site has a history of applications to build an additional dwelling in the garden, which have been refused on parking and access grounds. This application still presents parking and access problems. The access is in the corner of a cul de sac which is very narrow, and whilst the current layout enables the applicant to access a garage and parking space, the application proposes demolishing those and driving through the resulting narrow space to turn sharply into a garage set at 90 degrees to the current one. That creates manoeuvring and access issues.</li> </ul> <p>Submitted 10/8/22</p>
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Ref. Number	P22/04296/TRE
Description	Works to no.2 oak to prune to previous points covered by SGTPO16/04 dated 12 January 2005
Location	<b>58 Lower Moor Road Yate South Gloucestershire BS37 7PQ</b>
Expiry Date	21 <sup>st</sup> August 2022
YTC Comments	<p>Object, but we would be willing to withdraw that if the South Glos Tree officer confirms the proposed works are acceptable.</p> <p>There is no detail set out in the application except by reference to a 2005 permission and we would ask the officers to spell out the scope of the consent so there is no uncertainty.</p> <p>Submitted 10/8/22</p>

Ref. Number	P22/04115/HH – <b>Neighbouring Parish</b>
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Description	Erection of a single storey side extension to form additional living accommodation (re submission of P21/04482/F)
Location	The Old Dairy Tanhouse Lane Yate South Gloucestershire BS37 7QL
Expiry Date	23 <sup>rd</sup> August 2022
YTC Comments	<p>Object</p> <p>Whilst we strongly support the addition of extensions to address disability needs or the conversion of space to meet those needs, this represents an addition of 50% to the total size of the dwelling, half of which is not related to the disability need for an adapted bedroom/bathroom/store - by adding an extension that protrudes from the original farmyard building cluster into what has always been farm land and now garden.</p> <p>Whilst as the applicant says it is not visible from the Grade 2 listed Farmhouse, it still has an adverse effect on the historic nature of the site and cluster of farm buildings.</p> <p>The dwelling is already a 3 bed property, and the extension accommodates a new dining room, a utility room, and additional bedroom space as well as an adapted bedroom/bath/wheelchair store. We would not object to an extension limited to the latter, as that adverse impact on the location and setting of the listed building could be justified in terms of disability equality.</p> <p><a href="#">Submitted 10/8/22</a></p>

Ref. Number	P22/04117/LB - <b>Neighbouring Parish</b>
Description	Erection of a single storey side extension to form additional living accommodation
Location	The Old Dairy Tanhouse Lane Yate South Gloucestershire BS37 7QL
Expiry Date	23 <sup>rd</sup> August 2022
YTC Comments	<p>Object</p> <p>Whilst we strongly support the addition of extensions to address disability needs or the conversion of space to meet those needs, this represents an addition of 50% to the total size of the dwelling, half of which is not related to the disability need for an adapted bedroom/bathroom/store - by adding an extension that protrudes from the original farmyard building cluster into what has always been farm land and now garden. Whilst as the applicant says it is not visible from the Grade 2 listed Farmhouse, it still has an adverse effect on the historic nature of the site and cluster of farm buildings.</p> <p>The dwelling is already a 3 bed property, and the extension accommodates a new dining room, a utility room, and additional bedroom space as well as an adapted bedroom/bath/wheelchair store. We would not object to an extension limited to the latter, as that adverse impact on the location and setting of the listed building could be justified in terms of disability equality.</p>

	Submitted 10/8/22	
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## YATE TOWN COUNCIL

## Planning Applications Received for Review and Comment 19.8.22

Ref. Number	<b>P21/00047/RVC</b>
Description	Variation of conditions 2, 4, 5, and 8 attached to permission PK18/6606/F as amended by P20/15588/NMA to replace the approved plans. External alterations to facilitate change of use from nursing home (Class C2) to 9 No. flats (Class C3) as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended).
Location	Willow Cottage Nursing Home 127 Station Road Yate South Gloucestershire BS37 5AL
Expiry Date	N/A
YTC Comments	<b>The above planning application was considered by the Development Management Committee on the 18th August 2022 at 11.00am.</b>

Ref. Number	P22/04365/RM
Description	Erection of 147no. dwellings with associated landscaping and infrastructure, with access, appearance, landscaping, layout and scale to be determined (Approval of Reserved Matters to be read in conjunction with outline permission PK12/1913/O amended by P19/6296/RVC).
Location	Parcels PL2, PL4A, PL4B & PL5B Land At North Yate New Neighbourhood South Gloucestershire
Expiry Date	1 <sup>st</sup> September 2022
YTC Comments	Comments submitted 31.8.22 per appendix 1 below





Strategic Planning  
South Gloucestershire Council

FAO Case Officer Jonathan Ryan  
[planningapplications@southglos.gov.uk](mailto:planningapplications@southglos.gov.uk)

**Date:** 31<sup>st</sup> August 2022  
**Our Ref:** JA/KSH  
**Enquiries to:** Karen Harris  
**Tel:** 01454 866506  
**E-mail:** [info@yatetowncouncil.gov.uk](mailto:info@yatetowncouncil.gov.uk)

Dear Jonathan

**Consultation letter for P22/04365/RM Parcels PL2, PL4A, PL4B & PL5B  
Land At North Yate New Neighbourhood South Gloucestershire -  
OBJECTION**

We ask that the application come to a sites panel visit before determination if officers are minded to grant consent, so that members and officers can see the Yate Outdoor Sports Complex (YOSC) facilities and assess the impact on YOSC and on the residential amenity of existing and new residents.

**1. Excessive density adjoining existing dwellings contrary to the approved masterplan for the development.**

The substantial change in development density immediately adjoining the existing dwellings in Long Croft is contrary to the Original Site Master plan (PK12\_1913\_O-D.\_THE\_MASTERPLAN-5033785.pdf Page 66 dated 10 June 2015) and the consolidated consent that replaced that outline.

This set out a building density for section PL2 adjacent to Long Croft of 25-40 dwellings per hectare with section PL4 the area adjacent to the running track having a density of 35-50 dwellings.

The new Density Framework plan part of this recent application (P22\_04365\_RM-DENSITY\_FRAMEWORK\_PLAN-7409324.pdf) has a density of 62 dwellings per hectare for PL2 and split densities for PL4a of 39 and PL4b of 29 units for these areas adjacent to the running track.

The Original Site Master plan (Page 67 Para 8.7) stated that the development would have "Lower density areas varying from around 25 to 40 dwellings per hectare ... along the site boundary where development meets adjacent properties." and that "This range will start with low-density, loose-fitting clusters of dwellings at no more than 25 dwellings per hectare".

It appears, the original Master plan aim of providing a development sensitive to the existing housing, having a graduated increase in building density and avoiding a hard abrupt density increase has been changed by the developers. With the area PL2 adjacent to existing housing in Long Croft having its building density increased by a third whereas the PL4 area adjacent to the Outdoor Sports Centre has had its density decreased.

What this latest application will do, if approved, is significantly increase the impact of this development upon existing properties with the inevitable increase in noise, car, and light pollution.

We are opposed to the courtyard type high density developments in roads 713,714,715 which immediately abut existing residential developments.

## **2. Levels & Boundaries**

We have had problems where previous phases have been built adjoining existing established residential areas in relation to ground levels, with the new housing level being considerably higher than existing ground levels for Brimsham residents. This has caused issues with water, and with overlooking. We need a condition requiring the levels on the new development to match existing garden levels for the base point. The land drops at this part of the site, and it is also essential that levels adjoining the Yate Town Council YOSC sports facility are no higher than existing levels, and that additional work to those in the plan is a requirement of the consent so as to ensure no additional surface water runoff occurs from the application site onto the sports pitches – because this will adversely affect their playability. The location of the SUDs will not prevent water from the application site escaping onto the YOSC / Yate Town Council land, as the SUD is uphill from many of the dwellings. The existing rhine along the site boundary will not be able to cope with any additional surface water runoff, so it will raise the water table on the sports pitches. Further drainage must be provided on the application site along the site boundary, indeed, such attenuation measures would then provide a useful and sensible corridor to protect the amenity of the new properties from the sports facilities.

An example of the problem is in the area by the woodland, where the drainage rhine proposed between the woodland and the residential development is shown as dropping TOWARDS YOSC and crossing the site boundary into YOSC immediately behind the Multi Activity Building (MAB). This is the wrong gradient and will move surface water ONTO YOSC from the development.

We note for example that surface water drainage in the area around plots 88 – 95 all drains into the rhine, on the site boundary which is already at capacity rather than into the SUDS just behind those houses – because the SUDS is in the wrong place. – so the whole of this

development effectively feeds into that rhine. We are concerned that the detailed design of this will not be done with us, as adjoining landowners, and could seriously adversely affect the useability of our land.

### **3. IMPACT on community supports facilities**

This application relates to land adjoining Yate Outdoor Sports Complex (YOSC). This is a high-grade floodlit supports facility hosting regional and national athletics, hockey and other sports events. The design of the residential development adjoining the sports facility is very poor, locating dwellings and bedrooms right on the site boundary which will be significantly affected by the floodlights for the athletics facility, which are on every evening from dusk until 10pm for training and events. It locates houses (plots 72 & 79) within feet of the target sprint shooting area – which is a national facility. When Princess Anne opened the YOSC new facilities she was particularly impressed with the target sprint and tried out the target area. A second javelin area and a second floodlit all weather surface is planned for the field behind the current athletics track (all the plots along the site boundary are affected). The area of the application adjoining YOSC needs to be redesigned so as to ensure the residential amenity of residents is not adversely affected by activities at YOSC, as it would be unacceptable to put at risk that facility in any way. YOSC is owned by Yate Town Council and operated by a charity which only has one employee. Everything else is done by volunteers, and it is essential they are not prejudiced in developing this site for sport as a result of adjoining development. We are really concerned that the location of small social housing units rammed up against the development boundary immediately behind the target sprint range is not sensible.

### **4. Site security**

We are concerned at the layout of the site in the region of plots 52- 54 where a road is proposed running along the edge of the woodland. This links up with the road that is proposed to go through to the YOSC site. It will become a race track circuit, and will lead to trespass into the YOSC site. It is essential that there is a secure site boundary with controlled access on foot/vehicle so that the site can be secure. During its school use this is the normal essential requirement for school pitches, and outside of School hours it is vital to protect the facilities and equipment from vandalism. The boundary needs to be conditioned as a present to provide close board panel boundary, for the whole length of the boundary, only with suitable hedgehog holes. The road into YOSC from the development site must have a high gate, so that it is not useable, eg by children shortcutting across the YOSC site to School.

As we have said, we are opposed to the courtyard type high density developments in roads 713,714,715 which immediately abut existing residential developments. These will result in vehicles gaining access to the boundary area between the development and the existing

residential areas, and any efforts at walls or fences along these shared spaces rapidly deteriorate. This will lead to dumping and vehicles using the boundary zone. This area needs to be designed so the space between the properties and the boundary of the Long Croft houses is not accessible for vehicles etc.

We are particularly concerned that the footpath shown from plot 31 through the hedgerow boundary area to plot 34 will be misused, and be an unlit, dangerous route, with resulting long term damage to boundaries, to YOSC and to the private car parking area in Long Croft.

## **5. Wildlife, woodland and play**

We are surprised and disheartened by the changes to woodland and open space area adjoining the YOSC land. This is an important and valuable piece of woodland. A number of detailed studies have been carried out as part of the earlier planning consents and rigorous conditions imposed. The previous conditions and wildlife protection measures should be retained, both on the woodland and on the boundary. The studies show the importance of this site to bats, birds, other mammals and a range of other species. It is ironic that the developers are calling this phase 'Yate Wood' when they are locating the play area such as to destroy the wood.

An enhanced planting scheme is needed along the rhine that forms the northern boundary of the site, to protect the amenity of existing Long Croft residents and YOSC.

The roadway should be re designed so as to reduce the impact on the existing, significant woodland, in line with earlier studies.

The play area should be located further north in the grassed area, immediately north of the proposed location, so that the trees/ woodland area can be kept in place. Currently it is being located right in the woodland with the removal of much of the woodland, rather on land scheduled to simply be grassland. We oppose that. We note the applicants have included the play areas in this application but have not included the land immediately north of it, even though it is open space between two areas edged red. Where it is currently located, the site will not be overlooked and will therefore lack the security needed for a play area.

As currently designed the play area is split in 2, either side of the road into YOSC, which may be busy at key event times. This is not sensible or safe. It would be better located all to the west of the roadway, which would at the same time retain more of the woodland.

Given climate change, South Glos biodiversity team are recommending trees along the southern boundary of all play areas, and shading. The tiny number of trees being retained will not provide the necessary

shade, certainly not to equipment south of the trees. A redesign would keep the woodland and provide shade.

We are also concerned that the proposed drainage in that locality is totally inadequate. The surface water run-off from the eastern part of the development is currently shown as draining INTO the car park and pumping area at Long Croft – yet we know that has already had a number of failures.

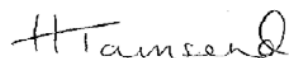
## **6. Highways**

We are concerned about the moving of junctions on the main road, and the way they will relate to junctions and drives on the other side of the road – for example locating junctions right opposite drives, and not locating dropped kerbs opposite the dropped kerbs on the other side of the main road (eg opposite roads 711 and 713) . People need to be able to cross from kerb to kerb with them aligned.

## **7. Vehicle turning**

We are deeply concerned about the location of visitor parking bays in the vicinity of plots 88/ 89 where the vehicle tracking shows that a refuse vehicle will just be able to turn, as long as visitors have parked very carefully. This means that delivery vehicles, including, eg removal vans, will not be able to get through. The turning requirements at plot 133 look too tight. At plot 121/122 the turning requirement there is likely to be constructed by parked vehicles for plots 121/122. The proposed visitor parking bay outside plot 52 on the corner where large vehicles will need to take a tight 90 degree turn, is repeating exactly the problem in Webb Crescent, where even the slightest error in use of the visitor parking bay makes it impassable for any vehicle, and even the best use of the visitor parking bay makes the corner impossible for most large vehicles. We note how many manoeuvres the vehicle tracking plan says would be needed even for a refuse vehicle and do not consider that acceptable.

Yours sincerely



Hayley Townsend  
Town Clerk

## YATE TOWN COUNCIL

## Planning Applications Received for Review and Comment – 13.09.22

Ref. Number	P22/05207/ADV
Description	Display of 2 no. internally illuminated fascia signs.
Location	Unit 2 Yate Riverside Link Road Yate South Gloucestershire
Expiry Date	21 <sup>st</sup> September 2022
YTC Comments	No Comment

Ref. Number	P22/05278/HH
Description	Erection of two storey and single storey side extension to form additional living accommodation.
Location	26 Longford Yate South Gloucestershire BS37 4JL
Expiry Date	24 <sup>th</sup> September 2022
YTC Comments	No Comment

Ref. Number	P22/05330/RVC
Description	Variation of condition 39 attached to P19/6296/RVC to read 'Applications for the approval of the reserved matters shall be in accordance with the approved parameter plans and principles and parameters contained in the Land at North Yate Design and Access Statement June 2015 and Parameter Plans July 2015 revised by Land Use Plan 7728_1000-Rev 01 dated 17th August 2022 and with the approved Design Code (Rev D-March 2017) approved by the Local Planning Authority on 12th May 2017 and Masterplan 4739-LDA-OO-XX-DR-L-0013 approved by the Local Planning Authority on 20th January 2017 for the geographical phase as shown in the approved phasing plan to which the reserved matters application relates. A statement shall be submitted with each reserved matters application, which describes how the application proposals are in compliance with the Land at North Yate Design and Access Statement June 2015 and Parameter Plans July 2015 revised by Land Use Plan 7728_1000-Rev 01 dated 17th August 2022 and with the relevant detailed master plan and design code, or (where relevant) explaining why they are not.'
Location	Land North Of Brimsham Park Yate
Expiry Date	27 <sup>th</sup> September 2022
YTC Comments	<p><b>OBJECT</b></p> <p>We object to this application in the strongest terms because of the impact on highways, the amenity and safety of residents and the long term demographic needs for employment balance.</p> <p>1. Whilst the application describes this as a 'minor' change in relation to the employment land, we consider it a major change.</p> <p>The original planning consent for LGV allocated 4.63 hectares of employment land in classes B1 and B2, accessed through the existing residential area of Brimsham Park</p>

and the residential area of LGV. This was below the normal allocation required but South Glos approved that lower allocation on the basis that there would be significant home working. At the time we did not think that was realistic, although it has in fact materialised because of covid.

2. The issue in this application is not the amount of employment land, but the types of uses of it.

3. The applicants want to alter the balance of employment uses from B1 to B2. They claim the site has been marketed for eight months- from January 2022.

The government requirement for people to work from home where possible only ended at the end of January 2022, and so it has not been marketed through a normal period. We have councillors who have been looking for office premises for the last two years, and have not once found the site on any of the local searches. We are therefore not convinced the site has been marketed as widely as needed to local interests.

4. We are still in the immediate post covid phase, with people still working from home, and in the middle a major recession. That is not the time upon which to take long term decisions about the balance of employment land for the next 100 years. Accordingly we consider this way too premature, for the applicants to be making assertions about this being a permanent and fundamental change to the office market. .

5. The applicants in their statement talk about the office supply levels in South Glos as a whole. But that is not the relevant question. There may be vacancies 10 miles away, but if we are trying to create a sustainable 15 minute town, reducing the reliance on car travel to work with the associated climate and highways costs, then the relevant question is the level of office space in Yate.

6. We are currently caught in a vicious circle. There is little office accommodation in Yate, so people do not search for offices here - they know they will not find them. So then landowners say there is no demand. This has a massive demographic effect and is the single biggest cause of commuter travel from Yate each day.

7. We have seen change of use applications for office space which has had a significant and dramatic effect on existing demands, with one office block being turned into a school and another subject to an application for residential conversion. We need to retain the current level of office allocation on this site to meet future demand.

8. As the original consent was based upon a significant level of home working, the current level of home working cannot be used to justify a change.

9. This site is accessed along a residential road, with speed humps, and then through the residential roads of the new development. They have no controlled pedestrian crossing points, the road will have to be crossed by every child from Brinsham and LGV going to the secondary school at Brimsham. The road system, has a tight junction at Randolph Ave / Dowsell Way. Dowsell itself has a tight and continuous bend. These are utterly unsuitable for ANY increase in B2 traffic, which inevitably involves more lorries, and more evening / night working.

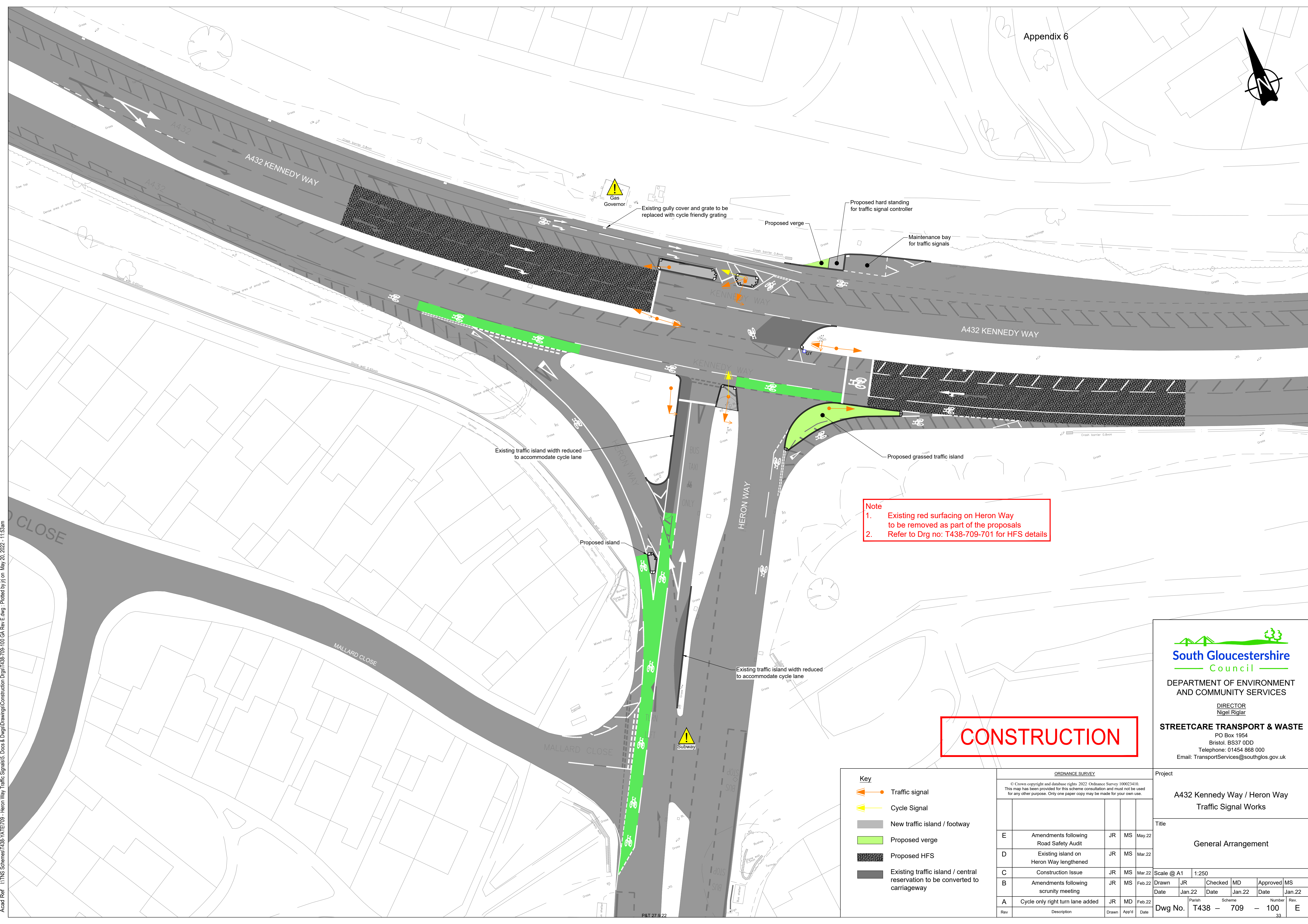
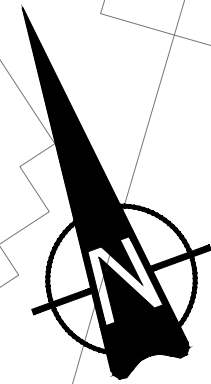
10. There are considerable numbers of vacant sites for B2 uses on local trading estates, so there is no local demand for extra B2 sites at present.

[Comments submitted 26.9.22](#)

Ref. Number	P22/05352/F
Description	Extension to existing drop kerb to facilitate additional access from Westerleigh Road.
Location	74 Westerleigh Road Yate South Gloucestershire BS37 4BN
Expiry Date	30 <sup>th</sup> September 2022
YTC Comments	No Comments

Ref. Number	P22/01605/F
Description	Demolition of garage. Erection of 1 no. detached dwelling with associated works.
Location	135 Windsor Drive Yate South Gloucestershire BS37 5DX
Expiry Date	23rd September 2022
YTC Comments	No Comments





Note  
1. Existing red surfacing on Heron Way to be removed as part of the proposals  
2. Refer to Drg no: T438-709-701 for HFS details

Key			
	Traffic signal		
	Cycle Signal		
	New traffic island / footway		
	Proposed verge		
	Proposed HFS		
	Existing traffic island / central reservation to be converted to carriageway		

ORDNANCE SURVEY			
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E	Amendments following Road Safety Audit	JR	MS
D	Existing island on Heron Way lengthened	JR	MS
C	Construction Issue	JR	MS
B	Amendments following scrutiny meeting	JR	MS
A	Cycle only right turn lane added	JR	MD
Rev	Description	Drawn	App'd

**South Gloucestershire Council**  
DEPARTMENT OF ENVIRONMENT AND COMMUNITY SERVICES  
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Project  
**A432 Kennedy Way / Heron Way  
Traffic Signal Works**

Title  
**General Arrangement**

Scale @ A1 1:250

Drawn	JR	Checked	MD	Approved	MS
Date	Jan.22	Date	Jan.22	Date	Jan.22

Dwg No. T438 - 709 - 100 E



Housing Strategy Consultation, closing 1<sup>st</sup> September at 23.59pm  
[https://consultations.southglos.gov.uk/Housing\\_Strategy](https://consultations.southglos.gov.uk/Housing_Strategy).

### **Consultation Submitted online 31.8.22 using the following notes:-**

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#### **Yate TC response to the Housing Strategy**

This was required to be done via an online survey. The survey did not allow you to print a copy, and did not email you a copy. SO we are unable to have a copy of the answers to specific questions, but at the end it asked for any other comments, and here is the text of that. The essence of the earlier answers was that it is was too little, and had major gaps. Whilst the policies set out are things we entirely support, the whole focus of our approach is that these do not go anywhere near far enough, and completely lack evidence that they will be implemented – particularly in those areas where the Council is currently doing the exact opposite of the policy, despite protests from the public. Key gaps include the complete failure to think about access to employment as a key carbon and social sustainability issue, and the minimal consideration given to accessibility. In general the proposals are all fine, just not sufficiently radical and without any evidence of how they will be implemented.

We referred to the needs of Ageing friendly communities, to the importance of choice, not just for those who can afford it, and the problems we are encountering with local Yate people being allocated social housing in Thornbury, so far from their work and children's school.

*Here is what we put in the 'any other comments' at the end:*

#### **Aim 1: A home for everyone that meets their needs**

This needs to include location, so that it is in the right place for their work and access to the services THEY need; and needs to reflect that role of choice. Whilst we understand the social housing stock pressures, we also need to reflect the basic liberal values of freedom to live chosen lives. That means for example supporting people to live in their own homes as long as they wish to do so. Objective 2 talks about increasing the supply of suitable properties but does not talk about supporting the adaptation.

The policy headline talks about adaptable homes. It talks about understanding housing needs and overall stock provision. But the more detailed objectives do not go on to deal with the importance of adaptability in terms of social services support for aids and adaptations to be identified and delivered quickly, at point of need. One bullet point mentions supporting people through grants and loans. That misses the point about OT services, and the provision of adaptations by social landlords. One talks about offering assisted technology / support adaptations, but as with much of this document, there is no question of HOW.

The objective of increasing the supply of high-quality housing to meet identified need lacks a locational element. It is not just that the housing itself is suitable, but that the environment around is suitable. As an example, we have a child who is a wheelchair user on Ladden Garden Village. The house is adapted. But immediately the child leaves the house, they have to be escorted along a carriageway with no separate pavement, to the nearest pavement. There is a paved through path opposite them, that runs N to S through the development, but nowhere along its entire length is there a dropped kerb, so it is not accessible. Houses do not make for accessibility unless the surrounding context is right too. SO this section on the right high-quality housing on new estates and adapting existing needs to go beyond the front door. (The Thriving Communities policy is a different issue).

We are deeply worried about the current quality and design of social housing in Yate – which is too close together, has too little space, is of poor sound insulation etc and sincerely hope the standards intended by ‘high quality’ mean something better than that – the modern equivalent of Parker Morris standards is needed to ensure people have decent space (we note the mention of space as being about adaptability but it is more than this)

Some of our councillors have had some recent experiences with the homelessness service and have been shocked by those experiences. There is no mention of the process of providing support to those who are homeless and living on the streets or couch surfing.

## **Aim 2: Sustainable homes**

The key gaps in this section are

1. The word HOW – where is the money coming from? Is this real? How will you deliver?
2. Sustainability is not just about sustainable buildings, it is about enabling people to live sustainable lives, so access by active travel, public transport, mobility vehicles etc to services and employment. Again, what happens outside the front door is not mentioned.

The language of ‘future proofing’ is curious. We cannot future proof, as we do not know the future. What we can do is provide resilience and flexibility so we can adapt as well as possible. The policy seems to see this primarily in terms of insulation. But it is also about cooling. It is about a fundamental shift in design as we are likely to need more ‘Mediterranean’ housing styles, which provide zero carbon warmth in winter, but also are suited to a more outdoor lifestyle, provide shade, and remain cool. As a very simple, non-housing example, planting trees by play equipment so that the equipment is in the shade on hot days.

Objective 1: fuel poverty – will only scrape the surface of the issue. We need a much stronger approach that eradicates fuel poverty. At present it feels as if the objectives are about helping those in fuel poverty (and that is going to be a very significant percentage of the population from 2022 onwards) and then supporting homeowners to retrofit. These are not separate issues. The crucial issue that neither objective really addresses is cost. There are grant schemes, but as we have seen with the latest rounds, there are so many problems that people give up. SO for example, a grant is available for some people to move from single to double glazing. But that does not apply if the house was built

with low grade double glazing 30 years ago which is no longer effective. SO how do they get help to reduce their carbon footprint? Moving from gas to ASHP requires complete replumbing of the central heating for most houses built in the last 50 years in S Glos, and again there is no funding. So, these two sections really need a lot more teeth of there are vacuous.

Shouldn't this section have an objective about new build being both zero carbon and designed to meet the needs of a warmer climate – eg in the orientation of housing, insulation against heat etc.

This is a crucial Aim, but the objectives are thin, vague, and limited. We need an energy transformation, and there is nothing in the bullet points which will deliver that transformation – except to those who have both the wealth and the desire to achieve it themselves.

### **Aim 3: Thriving communities**

We have made the points in the main text of the survey reply about the importance of locational access to work as well as services; (there is one mention of this in objective 2 under this aim, that is all ); the need for communities to be well designed for all beyond the front door – making the point for example about the lack of pavements outside houses isolating young, elderly and disabled residents – and the inability of children to play outside their homes.

We have commented on the poor design of new housing developments, which are developed in phases in isolation from the existing community that surrounds them, where facilities are poor, and are then deleted by developers on revised planning applications., where too much 'urban living/town cramming' is creating housing which is too small and too close together, where people can hear conversations in neighbouring houses; where developers are allowed to depart from master plans; where planners views of 'good design' is given priority over what local people want and need. Objective 2 does not go far enough in relation to access to services and employment. It says 'ensure access to employment opportunities, transport and local amenities'. There is no distance commitment. Surely to be zero carbon it has to commit to ensuring there is access to employment opportunities by active travel, public transport, or mobility vehicle within a specified distance? And it needs to include provision to ensure there ARE safe walking, cycling routes for ALL (not just the fittest most confident).

There are too many weasel words in this objective eg 'timely' provision of essential infrastructure – that needs to be much tighter. S.106 agreements need to require provision before houses are occupied, for all community provision and need to be enforced. It is not enough for new development to make contributions towards, they should be meeting the actual cost of the service requirements they generate, and those services need to be in before the housing. In Yate for example, we have a development with over 1000 houses occupied where the developer is being required to contribute TOWARDS a school, but the money they are putting in is not enough to build the school, and there is no sign of even the first turf being cut. So those children are being farmed

out to schools as far away as Frampton Cotterell. That is uttering unacceptable, and this policy needs to commit to a new approach of upfront provision of the full cost.

Objective 5: regeneration. Here the need is not only to regenerate the housing stock, but to regenerate the social infrastructure so that there is a thriving community – including community buildings.

Objective 7: Again, this needs to be much stronger. We have witnessed examples of developers offering good biodiversity provision such as hedgehog tunnels and the planners taking those out as ‘unnecessary’. We need a much stronger biodiversity strand to the strategy – so that housing is itself seen as contributing to the ecosphere – with roofs of blocks of flats / extra care being locations for biodiversity; with estate design of the location of houses, and their gardens being biodiversity planned, not just the big open spaces; where there is positive action to require social landlords and others to take biodiversity action in the design and management of their portfolios – and where the LNAPs are key documents in identifying local issues and with mechanisms to address them. South Glos has some excellent officers in the biodiversity team who understand the opportunities, and they are working with the Autumn Brook Management Company to transform the open spaces in their development. This is a role model for how other developers could, and should, be required to act.

### New Premises Licence Application - Psymera, Oxwick Farm

[Consultation Homepage - Licensing Act 2003 Register - South Gloucestershire Online Consultations \(southglos.gov.uk\)](https://southglos.gov.uk)

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#### OBJECTION TO LICENCE APPLICATION OXWICK FARM FOR PSYMERAL FESTIVAL

We object to the application as currently presented, because of the likelihood of public nuisance, in particular the impact upon the residents in the vicinity of the application. This is a quiet rural area with no night time noise. We appreciate the licensing system does not take account of the impact on wildlife, but it does look at the impact upon people.

Whilst the application says the licences will adopt a noise management plan, the plan is not attached to the application and they have offered no site boundary noise conditions. Without significant site boundary noise conditions, tailored to the different times they propose to operate, the impact of the application in terms of noise and disturbance cannot be controlled, and will adversely impact nearby properties, on what is a particularly sensitive weekend.

This is an application for a festival from 31 August 2023 until 3 September 2023 - the school term starts in South Gloucestershire on Friday 1 September 2023, so any noise disruption will be the first weekend back at school / the weekend people are trying to prepare children to start school on the Monday.

We are not opposed to the principle of a small festival here. A small festival was held here prior to COVID, but the application could permit up to 5,000 people to be present, with loud music until 3am on Friday and Saturday and until 11pm on the Sunday. We consider that excessive without strict noise conditions.

However, until a noise condition is offered which we consider acceptable, we unfortunately have to oppose the application. We are worried about the noise levels throughout the day and into the evening, and particularly, the late finish to the music of 3am on the Friday and Saturday. We note that at other venues the organisers have in place tapered noise conditions, and were suitable ones offered here we would not object.

In Section 10 this application says there will only be live music for one hour, being on a Friday from 11.00 - 12.00, both indoor and outdoor. Is this really the only live music planned? We are surprised by that and ask for the form to be checked and corrected.

### **YATE TOWN COUNCIL PUBLIC TRANSPORT RESPONSE** **Yate Transport Forum**

September 2022

#### **1. Introduction**

- 1.1. We could write a very long report on the problems, but we have reported them at various meetings, and the Mayor will have heard identical reports from all over the area. So we are going to summarise the problems with the current approach but aim to focus on the future.
- 1.2. We need a reliable, affordable public transport network that is part of the transport solution alongside active travel and not merely enables people to avoid car use, but which actually provides a solution people prefer to car use.
- 1.3. We will summarise the three key areas of problems we are consistently finding, and then go on to explain the solution we have been advocating for the last decade.

#### **2. Reliability**

- 2.1. The unreliability of the current services is the biggest issue by far. It is putting lives at risk. We have had a considerable number of case studies from families where teenagers have been stranded and left to wait hours, often in the dark for buses because the scheduled bus has been cancelled without warning. Two examples will suffice
  - A teenager working at Cribbs Causeway, the bus home was cancelled at the last minute, so she waited an hour for the next. That was cancelled. When the third was cancelled her parents went to get her. She had waited 3 hours at Cribbs AFTER the shops had shut, on her own.
  - A young girl coming back from Bristol. Old enough to travel alone, but her bus was cancelled. It got dark. She was waiting on her own in the dark in the city centre and was subject to abuse whilst she waited for the next bus. She had planned her time, so she was not waiting on her own in the dark. The bus company let her down.
- 2.2. But it also affects older and vulnerable adults
  - Disabled people getting to the bus stop, the bus saying it was coming, and then not turning up ever, and them being unable to wait for the next and having to cancel medical appointments.
- 2.3. And discourages custom
- 2.4. A consistent theme in the large number of conversations we have had is the considerable number of people who say they have tried the buses, or the park and ride, post Covid, particularly as fuel costs have risen, but the bus did not turn up despite saying it was due or, drove straight past the bus stop / park and ride although not full. The conversation always ends with them saying they will not try the bus again. This has particularly been the case for people who decided to try the park and ride and ended up giving up.

2.5. We are tired of hearing the driver shortage explanation. There are things which could be done despite the shortage. Whilst it explains some of the challenges, it does not explain the lack of any response other than cutting services. We think three of the problems which could be addressed are

- The bus company decides which buses to cancel. It naturally cancels the one which will generate less income. By definition that is going to be the subsidised routes, like the one from Cribbs Causeway to Yate. So they cancel that one as they get the subsidy anyway and by definition it has the least farepayers. But an hour later, they take the same decision and cancel the next one. There should be a severe financial penalty for cancelling subsidised routes, as by definition these are the ones which are most socially critical. And certainly two consecutive buses on the same route should never be cancelled.
- The bus stop information displays still show a bus is due, even when it never left the depot, so people are waiting at stops for buses that did not leave the depot 30 mins earlier, so are never going to show up, but the bus stop information keeps them there waiting. That means they are unable to make alternative plans eg walking to a different stop or getting the car. This leads to considerable frustration. The live information on bus stops should be genuine and be clear when a bus is cancelled.
- Drivers should be required to use ALL stops, even if they are behind schedule. We are getting too many reports of buses skipping stops for it to be the odd rogue driver. It should be possible to track whether this is happening.

2.6. Those three very basic steps would help with some of the frustration and risk, but we still need a radical solution so that even if buses are less frequent, they will reliably turn up when they say they will. Technology should have made the last minute no show a thing of the past.

### **3. Fares**

3.1. We have identified three types of fare problems raised by residents, apart from overall fare levels:

- The second area of deep concern is the total fare inconsistency. Whilst we have the hopper fare within the immediate urban area of Yate, it is poorly publicised, and only goes to the Park and Ride and to Smarts Green, so does not even cover the whole urban area. We need a fare zone covering the catchment area for which Yate is a hub town. This could be a two-zone scheme. The Shopping Centre owners have carried out market research to identify the catchment area for the town centre, which could sensibly form the basis. This would be similar to the Weston Fare Zone. At present, as an example, we have people who live in Frampton Cotterell, who are reliant on Yate for all services have to pay £6.30 for a round trip. That is 4 miles. In Bristol you can travel the length of the city, which is more than 4 miles for just £3.50 return. That is penalising towns like Frampton Cotterell and is true for all the communities around Yate. We need a single fare for a Yate Catchment Zone, possibly split into inner and outer to keep the current inner area prices.

We have inconsistencies for example for short journeys it is sometimes cheaper for people to buy a ticket on the bus than buy in advance. That seems wrong.



- As people increasingly have to use two buses to get anywhere, we need to be absolutely clear that this should be doable on a single journey ticket and not use two journeys.

#### **4. Routes**

- 4.1. Where to begin? There are so many problems with the remaining routes, and yet more that will come from the October routing which creates more problems and does not actually solve the problems we have got. The problems are manifested but then nothing is done, and the next round of cuts appears. So far this year we have had
  - Elderly residents and parents with small children in Yate cut off from their surgery – which has centralised to Downend, so they have to go there most of the time rather than the local surgery at Abbotswood they are registered with;
  - North Yate, including the new Ladden Garden development cut off from buses to and from work, having to walk over 1.4 miles to the nearest bus stop;
  - No bus service from Bristol serving the 6000 residents of North Yate at all;
  - Residents from Frampton Cotterell having to change bus at the Park and Ride to get into Yate at all.
- 4.2. The October changes are making things far worse, with the final removal of almost all bus routes, and a complete failure to talk to people to get the best timings, for example
  - The changed timings of the route to Filton means teenagers going to college there will now have to arrive at college almost an HOUR before the college day begins or face daily penalties for arriving late. Surely someone could have talked to the college to see what time people need to arrive, as this is such a big passenger hub for local bus services, with a considerable passenger flow from Yate to Filton each morning for college.
  - The largely fictional creation of a bus from North Yate to Bristol, the 47, which will go from North Yate via Pucklechurch, Emersons Green, Fishponds – and take an hour and a half. With the last one back at 18.10 from Broadmead. So even if someone can face a 90-minute bus ride, for what is a 30-minute journey, they have to be able to come back by 18.10 – and it is likely that if this service is remotely successful the last bus will be crammed, and people may be left behind. This is simply bad planning, designed to remove the headline of there being 'no' bus.
- 4.3. Sadly, this failure to work with local people to design and fine tune the routes people need is part of the cause of the current problem. If you work with local people, they can fine tune things, so they work and get used – like moving the timing. This is not necessarily about more cost; it is about using the money so the route works for users.
- 4.4. We are also aware that sometimes you do not get the right information. We give the example of the removal of the Y2 from Yate to Downend. This was the only bus that goes along the stretch of road from the A4174 into Downend itself, from yate. Yes, there are other buses that go down the A432 as far as the A4174. And there are buses that go from Downend into Bristol. But there is a mile gap. Elderly people

whose parent surgery is at Downend were abandoned. They are not able to get off a bus at the Ring Road and then walk a mile into Downend to the surgery. Yet when we asked what consideration had been given to retaining it as a subsidised route, officers of WECA replied in writing saying they had given no consideration because there were alternative commercial routes. Yet, for that crucial mile there are none. Even when this was pointed out, there was no reconsideration, leaving WECA open to judicial review and elderly and vulnerable residents with a crucial gap in service. Once again, local knowledge could have helped inform the choices to avoid the problem.

## **5. Solution : Hub and Spoke**

- 5.1. There are urgent demographic reasons for needing to sort out public transport in Yate. The health data of Yate/Sodbury provides evidence of serious issues – deaths from strokes / respiratory illness in North Yate are 60% above national average and 30% above national average for hip fractures in over 65s. In South Yate the life expectancy is below national average with a 30% above average level of COPD emergency admissions for example. The detailed health data creates a very clear picture of high levels of health need and associated mobility issues which means an above average need for public transport.
- 5.2. The town is an ideal size and design for a local transport hub and spoke solution. This has been the consistent request from the town council for nearly 10 years. An independent study into ageing better in the town surveyed residents, and in its report (2019) Yate Ageing Better Report (Rosetti and Knasel) the consultants reported that “residents would like a local small bus service that goes in and around Yate and Chipping Sodbury” and reported on the importance of bus services to tackling social isolation amongst the elderly (and low incomes). and there were complaints about the impact of the loss of the Wellington Rd service at that point and the isolation that was resulting.
- 5.3. Transport planners are experts in transport. But there is another form of expertise – which comes from being local, understanding each community and having the network of contacts to identify need. We do not think it is possible for a centralised team, however expert, to be able to understand each and every community and we consider it essential going forward that WECA works with local communities at the parish and community level to identify the actual needs so that the bus service is able to focus on using its limited resources to get people where they need to go, reliably, and cheaply.
- 5.4. For the Yate catchment area, we explained our approach when we met the Metro Mayor in June. We have long argued for a multiple approach to the Yate urban area, and the catchment area of villages, based on a hub and spoke approach which would be flexible, cheap, simple, reliable, and responsive.

- Traditional buses on hub routes, for example connecting the urban area of Yate to the centre of Bristol, to Cribbs Causeway, to UWE/Filton as an employment/study centre and to Southmead for social and employment reasons.
- The 5-minute network: a network of local minibuses (for example an accessible version of Hong Kong style 8 seaters) serving the town on figure of 8 routes, linking round the town centre island, but serving all key roads through the town. By using only the routes that have had buses on them within the last 10 years, plus new major roads, , we have identified a set of figures of 8 which would mean every resident would be within a 5-minute walk from a pickup point.
- A combination of routed / timetabled and demand responsive services on these routes. The actual service on these routes would be a mixture of types of service and would include
  - timetabled buses on some routes at some times of the day, but not all the time on every route – so at some times of the day and on some routes, there would be a timetabled bus, because data from users says there is always a demand to get from X to Y by 8.30am.
  - on some popular routes a continuous bus that is not timetabled but frequent enough that people simply turn up as there will be one along in 10 minutes (with genuine real time info) – the approach in places like central London.
  - Where the use is patchier, there would be a demand responsive service, still on the routes, so people get to the same pick-up points, but responding to need – using demand responsive software .
  - We do not see these set in stone and would expect detailed data collection on use to assist in identifying suitable clusters of travel / route demands to move towards a timetabled minibus on some routes at some times of the day. We are aware of some of the clusters of demand, and can map those into any scheme, but we anticipate new demand will surface.
- A door-to-door service for those with mobility issues as currently provided by community transport.

5.5. We consider this should cover the entire current Yate Fare Zone. For the wider catchment area, we think local people in those , and then for the wider catchment area communities to identify their need and be served in the same way. Each community is the expert in identifying local need through local networks and can reach the parts central marketing and modelling cannot alone achieve.

5.6. We anticipate that we can as communities work with residents, and the software to produce solutions that work. So for example, people may want to go from Wellington Rd to the town centre with some wanting to go at 10, some at 10.30 and some at 11. But a conversation which offered a bus going through at 10.30 would solve the problem, so that it is not entirely demand led, but is the product of demand and affordability.

5.7. This iterative and flexible approach must be designed so that it is accessible to all, so would require access to information and demand expressions by telephone as

well as online and would need to be quickly responsive (not for example that you have to book the day before).

- 5.8. The uber type approach comes to mind, where demand is predicted, but individual real time response is possible. (But without the variable fares and including telephone access for inclusion).
- 5.9. There is an overlap with the sorts of services community transport has historically provided through reliance on volunteers, and we are aware of the legal issues around what community transport is allowed to do and what has to be done under the Transport Acts. So in this response we have not sought to identify who would provide what, only to set out the aspiration. We hope there will be a partnership going forward so that the range of providers can complement each other and provide an integrated service including ticketing.
- 5.10. We are not wedded to a particular type of vehicle for this sort of service but wanted to be clear we are not talking about conventional buses, or about one person services (that is what taxis do and community transport schemes for those with mobility needs). We are talking about flexible services looping around the town, which meets local needs more precisely than catch all services.

### [Bristol Parkway Station Masterplan - South Gloucestershire Online Consultations](http://southglos.gov.uk) [southglos.gov.uk](http://southglos.gov.uk)

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Yate Town Council: Parkway Station Consultation feedback submitted 12.8.22

1. We are lucky that our community led campaign got our station re-opened. The rest of South Gloucestershire does not have a station at all, and most do have direct bus access to Parkway. So unless you live close enough, for the majority of residents north of the M4/M5 the only access is by car. That is not as we would wish. But until there is a major and sustained shift of investment to get reliable, consistent public transport north of the M4 then that is the reality and the rethinking of the station has to recognise that.
2. **Access to the station by public transport is poor and will continue to be poor in this plan.**
3. We fully support the aspiration to deliver the sustainable transport hierarchy, but it only works if there ARE buses for people to get to the station or people live within walking / cycling distance. At present, even for Yate, for many journeys access to Parkway requires a car, because even with a station there are major gaps in access times.
4. Even though we have a station, we experience poor transfer times from Parkway, often resulting in almost an hour's wait for the 'connecting' train from Parkway to Yate, with last train from London for which it is possible to get back to Yate by public transport (without 2 changes of bus, and over an hour late night bus and walking) leaving Paddington at 20.48. And that involves a one hour wait at Parkway.
5. On Sundays, the earliest train out of Yate (10.07) to Parkway means you cannot get to London until 12.09 (a 40 min wait at Parkway). Equally the earliest anyone can get to Yate on a Sunday from Parkway is 11.58 so anyone wanting to travel before that has to use a vehicle from Parkway (or 2 buses).
6. So, for many of our journeys by train, Yate people have no option - they have to drive to Parkway to access a train at all at a suitable time, or to avoid a 1 hour transfer time (almost as long as the journey from London), or to ensure they can get home when they return. So, it is essential to the bigger agenda of promoting public transport use, that people can get to the station by car and park there, rather than giving up on public transport altogether and driving the entire journey.
7. This sounds ironic, but if you restrict private car parking at Parkway MORE fossil fuel car miles will result, with people driving the entire journey, then it is vital to ensure there is plenty of private parking for rail users and drop / pick up points all well located to facilitate use.
8. **We very much welcome the plans to improve cycling provision.** This is essential. But want to stress these need to be secure and covered storage, given how dreadful the rail companies are in relation to provision for bicycles on trains, and the levels of bicycle theft at stations. Increasing provision for people who cycle to use the train needs to be very carefully developed with a range of cycle users, not one particular subset, so that the wide range of cyclists and their needs are met: increasing cycling take up is about understanding that diversity of needs from the expert fit young cyclist who will cycle 40 miles happily, to the unconfident older person trying to switch to active travel but eg unable to lift their bike into a high rack.
9. Given people using the station are often carrying luggage, travelling from further than walking distance, and people who are perhaps no longer fit enough to drive or cycle, it is unrealistic to think that in the immediate future all access will be by active travel. Those who cannot arrive by active travel because of their health, their luggage or where they live should not be

penalised. We need to be actively helping those who can make modal shifts, but not penalising for those for whom it is not realistic at present.

10. **There is no mention of the importance of secure by design, security and oversight** to ensure the new layout feels safe for people arriving at the station and moving to the next part of their journey. The question we have asked is - would a 21 year old woman, or a 60 year old woman feel safe moving between transport modes at the new station. If not, they will simply not use the station. For example, the relationship between the sorts of pedestrian movements people might make AS RAIL TRAVELLERS and the perceived safety of wooded and informal open spaces needs to be carefully thought through, for example. Those of us who have experience of arriving at rural stations at night surrounded by wooded areas are concerned that there is a real risk of designing the green spaces so that people feel LESS safe walking from the station to even nearby properties at night. The exit to the west at present for example is well lit and open, so it feels safe to walk from the station westwards at night. Will the proposed design of the tree etc area, provide that same sense of security and openness?
11. **The provision of drop off and pick up points right by the 'main square' is important for disability access, people with considerable bags and for the personal security/safety issues.** Whilst a new drop off is mentioned, it is described as being 'a short walk' from the station entrance. At present it is possible to drop someone off just 30 steps from the lift to the platforms. That is really important in accessibility terms. We are worried what 'a short walk' might mean, particularly for those for whom a doubling of the distance is very significant. It is not only blue badge users, but a whole host of other people for whom doubling the distance from drop off to lift would be significant.
12. One benefit of the current station configuration is that it is possible to **move from station platform to bus, taxi or car under cover.** It is essential that train users can move from platform to buses, disabled spaces, taxis, pick up and car parking under cover. Getting wet puts people off using public transport, and the aim has to be to encourage public transport use. There are nice drawings of a covered bus station, but it is the linkages that need to be covered too! We have experience of these piazza approaches areas elsewhere, and too many examples are left underused, wet and windswept for much of the year, operating as barriers between transport modes not connections, rather than functional and busy (or like Euston are smokers hubs!) So it will need very careful design. We cannot see any of the images in the concept statement deal with this properly.
13. Metrobus stops are mentioned, but what about **the stops for other buses as well as guaranteed bus services to areas other than the metrobus routes** Places north of the motorway in South Glos do not have access to metrobuses. We note the report says 'Public transport provision to Bristol Parkway Station will be enhanced significantly through the provision of a new high high-quality bus interchange facility'. That will do nothing to help those of us who cannot access the station by bus without two changes of bus travelling via Frenchay for example. Given the state of funding for buses, will even existing services be sustainable? It is about actually having the bus services, not just having a nice bus station. That means **ensuring ALL bus routes currently serving the station are retained, have equally good bus stops and that the bus service is expanded to enable people to make modal shifts reliably, and safely.**
14. **We could see no evidence that work has been done with female or elderly users of the station to understand their security and safety concerns and address them** We note the comment about the car parks never being full, however, the bulk of the provision currently is multi storey, and for females or elderly people travelling alone, the car park is not a safe environment, so if their only parking is at a considerable distance from the exit they will not feel safe using it - and perceive the car parks to be full because there is no space where they would feel safe. It is to be noted that the low rise car park ground floor layer tends to be full, as it feels safe, well lit and close to people in the event of any problems eg it is visible from the platforms and a shout could be heard. The proposals involve removing the open,

low rise car park that is closest to the main station exit. Instead all parking will be in the multi storey which is not overlooked and from which a shout would not be heard. That will decrease the perceived and possibly actual safety of female and elderly users in particular after dark. It will move the drop off a lot further from the lift than at present for those who are elderly, disabled, infirm or those with heavy luggage.

15. **We need to increase the ability to get to the station by bus, local trains and active travel. Nothing in the proposal addresses that question and it is crucial to being able to achieve a modal shift. However nice the station is, if you can't get there by bus local trains or active travel you are going to drive.** And at present the majority of the catchment for the station cannot get there without driving a private car. **That HAS to be addressed not pushed off as a different question.** If you reduce parking without providing alternatives that work for actual people you create a problem - and need to recognise it is not just rural people who cannot access the station by public transport.
16. From the drawings, it seems that the car parking which is MOST in demand, and which best meets the needs of the disabled, those with luggage and those who will feel unsafe walking a significant distance at night is the parking that is going to be removed, but the multi-storey which is the least safe and least accessible is going to be retained. There seem to be no suggestions in the document for how that multi-storey will be transformed to make it a safer environment, whilst the areas all around it are described in the document, there is nothing that describes the car park, its redesign, access or capacity. Before removing current features which contribute to the safety of particularly the elderly and women using the station, there needs to be a clear strategy for how to ensure those users will feel safe.



## JCG Joint Cycleway Group

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### MINUTES OF THE JOINT CYCLEWAY GROUP MEETING HELD AT THE COMMUNITY BIKE HUB IN YATE SHOPPING CENTRE ON 15 AUGUST 2022 FROM 7.00PM TO 8.50PM.

**PRESENT:** Councillor John Emms (Chair) – Yate Town Council  
 Councillor Sarah Hurley – Dodington Parish Council  
 Rebecca Bennett - Resident  
 Rob Bushill - Resident  
 Andrew Gough – (Treasurer) Bristol Cycling Campaign  
 Bob Keen – (Vice Chair) U3A Cycling Group  
 Lee Lodder – South Gloucestershire Transport Planning Officer  
 Tony Sharp – Resident  
 Jeff Harper – Resident  
 Michael Pearce - Resident

Service Support Officer – Yate Town Council

#### 1) APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Claire Young, Councillor Steve Spooner, Councillor Jon Parker and Sally and Keith Pattison

#### 2) DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011

No declarations of interest received.

#### 3) CONFIRMATION OF MINUTES OF MEETING HELD ON 23 FEBRUARY 2022

**RESOLVED** The minutes of the Joint Cycleway Group meeting held on 23<sup>rd</sup> February 2022 be confirmed as a true and accurate record.

#### 4) ITEMS CONSIDERED

##### a) Update was received from South Gloucestershire Transport Planning Officer;

The following updates were received:

- **Yate Spur**

The business case has now been submitted to the West of England Combined Authority (WECA) for consideration at a meeting in August 2022. The business



plan and proposed route were based on the informal consultation which took place in February / March 2022.

Following the update, a discussion took place regarding the route with the following points raised:

Concern Raised	Response from South Gloucestershire Council
Concerns about potential flooding on the route	Work has been completed by a local company to rectify the previous concerns regarding flooding.  Additional maintenance works have been completed to fix the cycle path.
Future plans to upgrade the route	Initial idea is to secure funding to fix the existing infrastructure and then move to look at long-term solutions.

#### **b) Mini Holland**

The Yate scheme has been shortlisted for the next stage of Department for Transport funding with a feasibility study to be completed and submitted by December 2022.

Comments were raised that South Gloucestershire Council should be publicising that the scheme has been shortlisted to help with promotion and to highlight the need for the funding. Comments were also made about the town being the ideal size and layout for this kind of infrastructure.

South Gloucestershire Council said that WECA will receive the funding and therefore would be running any publicity.

#### **c) Dedicated Cycling Officer**

Representatives of the Joint Cycleways Group continued to push for a dedicated cycling officer for the area.

It was **RESOLVED** that the representatives of the group will continue to push for this addition to the local authority.

#### **d) Events**

##### **i) New Events**

##### **e) Re-Cycle**

It was **NOTED** that this scheme falls under the Community Bike Hub (Item 4h)

- **Try A Bike**

It was **NOTED** that this scheme falls under the Community Bike Hub (Item 4h)

**f) Existing Events**

- **Cycle Safari**

It was **RESOLVED** that Rebecca Bennett would contact Chris Sperring OBE regarding further events taking place in the October half-term.

- **Sodbury Sportive**

It was **NOTED** that the event was cancelled due to lack of public interest.

Bob Keen to contact the organisers to confirm if there were any further reasons for the event being cancelled.

- **Yate Rocks! 2022 Music Festival**

**NOTED** that the Yate Rocks! 2022 music festival took place on 25<sup>th</sup> June 2022 which was attended by the Joint Cycleways Group.

**RESOLVED** that Joint Cycleways Group to continue to support the event in future years and thanks were given for the invitation.

- **Yate Ageing Better Festival**

**NOTED** that the Yate Ageing Better Festival took place on 14<sup>th</sup> July 2022.

**RESOLVED** that Joint Cycleways Group to continue to support the event in future years and thanks were given for the invitation.

**RESOLVED** to contact Yate Heritage Centre regarding the group attending the upcoming Yate International Festival.

**g) Carrier Bike Library**

It was **NOTED** that this scheme falls under the Community Bike Hub (Item 4h)

**h) Community Bike Hub**

The following verbal overview of the bike hub was received:

- The hub has been running for a total of 12 weeks;
- Yate Shopping Centre has offered the group their current space for 8 weeks;

- The hub includes a workshop where donations are accepted and bikes can be refurbished;
- The hub has received a fantastic response from the general public;
- A “front of house” area offers a crafts area for children, plus information and handouts on local cycling routes;
- The ‘Try a Bike’ scheme is running from the hub which includes a 5 e-bikes, on loan from South Gloucestershire Council, and cargo bike for visitors to try (donated by Rob Bushill)
- Local PCSO’s have run sessions from the bike hub and handed out materials;
- Thanks were given to South Gloucestershire for a grant towards helping the Dr.Bike scheme;
- Funding to cover the cost of renting a permanent space in the shopping centre to be explored.

Thanks were given to Climate Action Yate and Chipping Sodbury for their work in organising and running the hub.

## **5) JOINT CYCLEWAYS GROUP FACEBOOK PAGE**

It was **RESOLVED** that a separate Joint Cycleways Group Facebook page was not needed but to continue to reference the group in current promotions on social media.

## **6) DATE OF NEXT MEETING & ITEMS TO BE CARRIED FORWARD**

**RESOLVED** The next meeting of the Joint Cycleway Group will be arranged by the circulation of a doodle.

Discussions took place regarding the advertisement of the AGM. **RESOLVED** the Joint Cycleways Group Clerk to distribute to all member councils a poster to advertise AGM to be advertised on social media.

It was further **RESOLVED** that promotion of the group be made via poster to all participating councils.

## **Additional Items Discussed**

### **i) Station Road Surface**

It was **RESOLVED** that the Joint Cycleways Clerk will write to South Gloucestershire Council, on behalf of the group, regarding the surface on Station Road needing

attention. Rebecca Bennett to send photographs to illustrate the issues with the current surface.

**j) Signatories**

It was **RESOLVED** that Councillor John Emms will replace Paul Hulbert on the list of signatories for the group.

Dear Dan

As chair of the Yate area Transport Forum I am writing to you today to express our horror at the bus cuts proposed for 9th Oct. They will leave 6,000 people living north of Station Road, Yate without a bus. North Yate, Pucklechurch and Iron Acton will no longer have ANY public transport, and these are major communities with elderly, young and vulnerable residents entirely dependent on the bus.

We know you have had to make cuts, but the manner of the cuts and choice of route has decimated public transport in this town and its surrounding communities in a manner that is not comparable to the impact on any other community in the WECA area. There being slightly fewer buses along eg Whiteladies Road, or people having to change bus to do a cross city journey is not comparable to the complete removal of any public transport whatsoever from over 20,000 people in the Yate area. They are miles from alternative routes, often without pavements, and certainly too far for elderly, disabled, young families and vulnerable people,

We will have elderly people, parents of young families, people with disabilities or who are vulnerable, who'll not be able to get to the shops, the doctor or any of the community networks that they need to access to protect their wellbeing. This will have a major impact on health.

Community transport can only do so much.

We urgently need you to implement the plans we put to you in July, that the public repeated to you at the public meeting in yate earlier this month to provide a minibus service around Yate linking North Yate, Craneligh Court, South Yate, Pucklechurch and Iron Acton to Yate Town Centre for shopping, health and other services, as well as the bus to Bristol.

We need the through services reconnected, but as an emergency measure whilst you work that out, we demand a round town route to connect people to their vital services, in place before 9th October. People are scared at the energy and food bills shooting up, now they are being cut off from their vital services. People simply cannot cope.

Chris Willmore  
Chair Yate Transport Forum

# Planning and Transportation

Pending Log as of 13<sup>th</sup> September 2022

To **NOTE** the status of the following:

## 1. Highway Surface Repairs, Chatcombe

The following correspondence was issued to South Gloucestershire Council:

“At our meeting of Planning and Transportation Committee on 18th January, the state of the road surface at Chatcombe, Yate was discussed. Are you able to advise of when it is planned to make repairs to this area please?”

A response is awaited.

3.5.22 – Write to SGC for update on when this is to be done.

25.5.22 – A reminder was sent asking for a response to our enquiry.

## 2. Wickwar Road / Peg Hill (Southfield Way) Junction Safety

To **NOTE** correspondence issued to South Gloucestershire Council on 27<sup>th</sup> September 2021 to request updated monitoring of the traffic at the top of Peg Hill.

*“You have previously kindly provided us with data.*

*The members of our Planning and Transportation committee have requested that you provide us with up to date information, but specifically relating to the congestion at the junction at the top of Peg Hill (Southfield Way) with the Wickwar Road.*

*They are becoming increasingly concerned about congestion at the junction itself, and the increase of traffic on Peg Hill combined with the increasing traffic flow on the Wickwar Road.*

*We would be grateful, therefore, if you could supply this up to date information.”*

To **NOTE** response received from SGC 29.9.21

*“That junction was not subject to survey during Covid and the data I supplied in Feb 2020 remains the latest available.*

*Future surveys are planned but I don’t have dates as yet.*

*I’m sorry I can’t be more helpful.”*

2.5.22 – Write to SGC to ask, having seen data which shows there is an issue, how are they going to address safety issues for vehicles and pedestrians

2.5.23 – send statistical data to Sarah Sinstead of Autumn Brook Management Committee.

### 3. Bike Detectors at Traffic Lights

To NOTE that an update was received from South Gloucestershire Council Principal Engineer – Traffic Signals on 10<sup>th</sup> January 2022 to confirm the following:

*“I was unaware of the below map but thank you for sending.*

*I have asked our contractor to attend each site to increase the detector pack sensitivity. I can confirm this work has been completed today.*

*If anyone gets feedback regarding any these sites, I would really appreciate it if you could forward to me.*

*I can confirm we are yet to complete the traffic signal replacement at Church Rd Shuttle, Yate. As part of these works are intending to install above ground detection (in addition to loops) to help detect cyclist using carbon fibre cycles. Depending on how well this works, it will set the precedent for future installations.”*

To further **NOTE** our request for an update was followed by the reply received 28<sup>th</sup> March 2022.

*“Unfortunately, no progress from my email below – the sensitivity on the detector packs has all been increased.*

*Regarding the hybrid detection (above ground and loops), no further progress at Church Rd shuttle, however, we are also looking to implement this at the proposed new Heron Way signalised junction.”*

### 4. Goose Green Cycleway

The following correspondence was issued to South Gloucestershire Council Asset Management Streetcare Team on 14<sup>th</sup> February 2022 was received.

*“At our January 18<sup>th</sup> Meeting of the Planning and Transportation Committee, the Goose Green Way Cycle path was discussed.*

*Whilst it is welcomed that the repairs will be going ahead to the shared use path, we are writing to request that additional improvements are made to link this cycleway with the new residential developments in North Yate New Neighbourhood.*

*Could you please advise of plans to include this new residential area of Yate into the cycling network.”*

To receive response received from South Gloucestershire Council Asset Team Management;

*“The scheme that will go onto next years maintenance schedule will be a maintenance scheme rather than new links built or existing routes upgraded.*

*I will try and find the plans for the north yate development and see what cycle infrastructure is planned and how they link to the existing network.”*

#### **5. Shopping Centre Carpark Queues, McDonalds Entrance**

Following completion of the installation of the second lane to receive any further comments.

IT was **NOTED** that they believe traffic has improved but is this because of the new order point or because we have had a new takeaway open nearby which is taking the pressure off.

It was **AGREED** to continue to monitor traffic and report back at next meeting