

## You said, we did

In response to the first round of public consultation we received a high level of feedback; over 150 surveys were submitted and verbal feedback was also provided at virtual meetings.

Feedback from the public consultation and from consultees has been considered by the project team and the main areas of concern have been included below and responded to. This feedback has informed the ongoing design and planning process.

### Site access

#### You said, we did

Issue	Team response
<p>Current depot access is dangerous with poor visibility. It is too small/narrow to support the potential number of cars accessing this development</p> <p>Increase in traffic will exacerbate existing problems of congestion, rat running, speeding, bottle necks, etc. which currently puts cyclists &amp; pedestrians at risk.</p> <p>Need for traffic calming on Dovercourt and Downend Roads.</p>	<p>The existing site entrance will be the proposed main vehicle access. It will also be used for pedestrians and cyclists.</p> <p>Initial assessments have shown that the existing highway network including access road can safely accommodate additional vehicle movements associated with this proposed development. Following this consultation, a detailed Transport Assessment (TA) will forecast the level of traffic associated with the development proposals and determine the impact and appropriate mitigations.</p>
<p>Concern regarding impact of the proposed emergency vehicle access route through the green space, trees and wildlife to the south of the site</p>	<p>A key aspiration of the project is to protect trees and enhance wildlife (ecology). Following feedback this option has been rejected and alternative options are being explored and form part of this consultation.</p>
<p>Concerns regarding construction traffic and access and noise</p>	<p>A Construction Traffic Management Plan will be a condition of any planning consent, setting out measures to reduce impacts. The local planning authority would need to approve this before construction could start.</p>
<p>Petherbridge Way would be a better vehicle access</p>	<p>Vehicular access via Petherbridge Way has been carefully considered by the design team. It however presents significant challenges and is therefore unviable. We go into further detail on this in the Transport and Access Proposals section of the survey.</p>

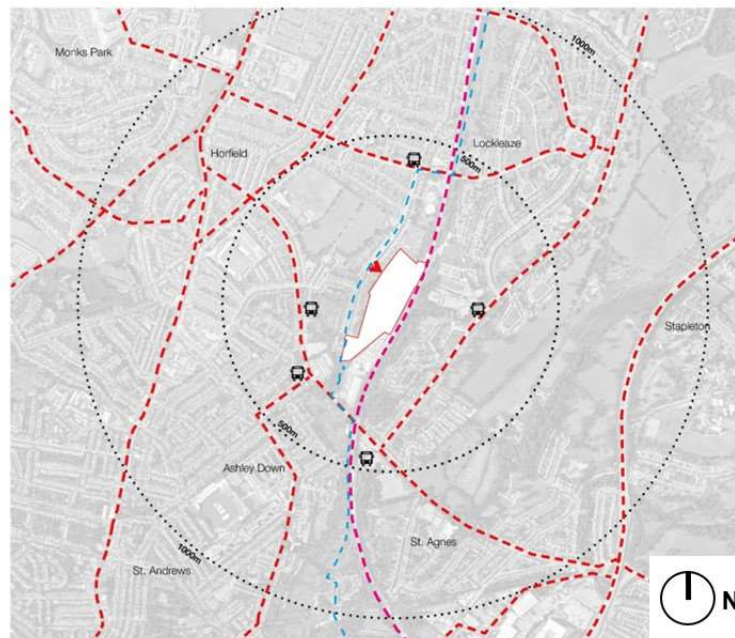
## Traffic & Public Transport

### You said, we did

Issue	Team response
A bus route via Petherbridge Way to Muller Road would significantly improve local links.	Implementing a bus link is not within the control or influence of this proposal.
A new station for Lockleaze near the bridge would be highly accessible to this development and improve public transport for all of Lockleaze, helping to reduce car usage, pollution and traffic congestion.	This falls outside the scope of this project. A new Ashley Down railway station is, however, planned approximately 1km / 11 minutes walk away.
Create a Liveable Neighbourhood, blocking through traffic from rat running along Dovercourt Road and making it safer for people to walk and cycle	This falls outside the scope and boundary of this proposal, however the proposed scheme is based on the Liveable Neighbourhood principle of blocking through traffic and instead promoting pedestrians and cyclists.
Concerns regarding traffic pollution/air quality	Following this consultation and changes to the design, an Air Quality Assessment will quantify any potential effects on Air Quality. This will show mitigation measures if/where needed to ensure air quality to the local community is within legal limits.
Other local developments planned which could also increase traffic and parking issues in this area e.g. Bonnington Walk	A Transport Assessment will form part of the planning application. This will take into account sites that have been granted planning consent, including Bonnington Walk, and those awaiting a planning decision or have been allocated for development in the planning policy.

### Map of transport infrastructure

- KEY**
- Existing Concorde Way
  - Bus Routes
  - Railway Lines
  - ▲ Site Access
  - 🚌 Nearest Bus Stops



## Parking

### You said, we did

Issue	Team response
Concern there won't be adequate parking provided within the site. How will parking be protected for existing residents on Dovercourt and Downend Road?	Car parking will be provided in accordance with local adopted and emerging parking standards to ensure parking demand generated by the development is accommodated within the site.
Suggest bike storage units in place of parking spaces with charging points for electric bikes and scooters.	Cycle and other parking will be provided on-site in accordance with BCC's adopted parking standards. Design detail will be included in future Reserved Matters Application(s).
Need for safe crossing routes for pedestrians	The development masterplan will provide safe crossing points.

## Cycling/Walking

### You said, we did

Issue	Team response
Create additional cycle/pedestrian routes through site, extend along the railway where there is old footpath.	The proposed masterplan has considered potential opportunities to route pedestrians and cyclists within and through the site.
Improve the pedestrian route over the railway bridge.	Improvements to the route over the railway including cycle access are to be investigated and consulted upon as part of separate Council project on Concorde Way.
Concern that routing Concorde Way cycle path through site will: <ul style="list-style-type: none"> <li>- make it less safe for users within the site;</li> <li>- result in bright lighting near the areas of retained green space and woodland - need to protect wildlife</li> <li>- have a negative effect on perceived benefit that cyclists help reduce traffic speeds on Dovercourt Road</li> </ul>	Options to re-route Concorde Way will be investigated and consulted upon as part of separate Council project on Concorde Way.

## Overlooking/Privacy

### You said, we did

Issue	Team response
Issue for houses backing onto the site re privacy/overlooking - residents would like to retain/extend tree belt	<p>To support privacy of existing neighbours, the gardens of the new homes will back on to the rear gardens of the existing houses. The proposed houses on the boundaries will only be two-storey in height.</p> <p>Taller three and four storey apartment buildings are placed within the centre of the site away from boundaries to minimise overlooking.</p> <p>Existing trees along the boundaries will be retained, where possible, and/or new trees planted.</p>

## Landscaping

### You said, we did

Issue	Team response
<p>Keep as much green space as possible, especially at the southern end of the site. Haven for existing wildlife (deer, nesting owls, woodpeckers, bats).</p> <p>Protect existing rich wildlife, trees, green space. Encourage biodiversity through planting e.g. wildflower meadows.</p>	<p>A key aspiration is to enhance and maintain existing green areas and wildlife corridors to increase biodiversity by providing new and enhancing existing wildlife habitats. Following feedback, this development no longer proposes routing access through the woodland or open space.</p> <p>The landscape proposals include new tree planting, raingardens, wildflower grassland and wetland areas and connecting new planting with existing wildlife corridors.</p>
<p>Create area for children's playground, wildlife haven/ learning through nature, food growing, exercise area</p>	<p>We want to hear your views about what uses the proposed open spaces should provide to existing and new residents including play and natural features.</p>

## Facilities/Amenities/Capacity of local services


















### More information

Issue	Team response
Will there be any facilities on the site for existing residents?	The proposals include opening-up the site and its adjoining woodland to existing residents, enabling a cohesive community. Facilities will include cycle and pedestrian routes into and through the site for the public to access new open space facilities.
Provide access to healthcare and education for existing residents. Not enough primary school places/GP spaces for all the developments in the area.	Additional demand will enable the local facilities to apply for extra funding to support that demand. This will be assessed within a Health Impact Assessment following this consultation.
Lack of local community spaces. Opportunity to create something on this site.  Want/need local shops/cafes/restaurants.	This site is currently designated as Principal and Warehouse Industrial Area (PIWA). The council wants to make use of the site so it will lie vacant and derelict. Our preferred option is to achieve a high-quality residential development to help address the housing crisis. Should it not be possible to obtain a suitable planning consent, then the site is likely to be used and is being marketed for industrial use. This would result in increased heavy goods traffic and commercial activity, and could result in increased traffic compared to residential use.  Separately, Bristol City Council is reviewing community facilities provision across Lockleaze.

### Map of local community spaces and amenities

#### Appendix

#### Local Community Spaces and Amenities

KEY	
	Supermarket
	Department Stores
	Groceries
	Post Offices
	Schools / Nurseries
	Public House
	Community Facility
	Site Access
	1) Muller Road Recreation Ground
	2) Horfield Allotments
	3) Dovercourt Allotments
	4) Purdown Open Space
	5) Ashley Down Allotment
	6) St. Andrews Park
	7) Horfield Common
	8) Stoke Park Estate
	9) Bristol civil service sport club

