

Statement of Community Involvement



Homes
England



Brislington Meadows Statement of Community Involvement

28 March 2022



**Homes
England**

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1. Executive Summary

Homes England recognises the sensitivity of bringing forward these plans for Brislington Meadows and the importance of involving the community in the future development of this site. Involving, informing, and encouraging feedback has been a priority throughout the project, to ensure that local knowledge and input has influenced the plans alongside the other key influences such as: national and local planning policy, technical (team's professional experience, assessment and survey work, masterplanning and sustainability principles, site character and context etc), and Homes England's own requirements (including viability).

The Statement of Community Involvement has been written by Cadence PR on behalf of Homes England. It summarises the ways in which the community has been involved in the development process prior to the submission of the Outline planning application (matters of layout, scale, appearance and landscaping are reserved for future approval) and how the team have responded to community input.

The programme follows the requirements set out in Bristol City Council's Statement of Community Involvement (November 2015) and Guidelines for Pre-Application Involvement (2018). It also reflects the principles for consultation in the revised National Planning Policy Framework (2021).

It should be stressed that the site remains allocated for development by Bristol City Council in their adopted Local Plan (Site Allocations and Development Management Policies 2014), which considers the principle of residential development in this location to be acceptable and sustainable. Consultation has therefore focused on trying to deliver the best possible scheme, balancing the various often competing interests of the housing, climate and ecological emergencies within the City and maximising the benefits associated with the development proposals and minimising any adverse impacts.

It should further be emphasised that the involvement and feedback of individuals and groups does not constitute in any way support or opposition to the plans, and we note that the community will be able to formally comment on the proposals now the application has been submitted. The aim of the consultation to date has been to develop the best possible scheme for Brislington Meadows, delivering much needed, high-quality housing in line with the site allocation requirements; a 10% biodiversity net gain (through on and off-site measures); and sustainable and low carbon use homes to meet the Future Homes Standard.

The consultation falls into four main phases:

> 2014	Bristol City Council consulted on the principle of housing in this location as part of its Local Plan in 2014.
July 2020 to April 2021	The constraints and opportunities consultation. This started at the same time as the technical assessment and survey work. This consultation helped inform the emerging masterplan.
Dec' 2021 to January 2022	The illustrative masterplan consultation sought feedback and public scrutiny on the illustrative masterplan and parameter plans. The feedback received was used to help refine the outline application proposals.
April 2022 onwards	The formal statutory consultation follows this submission and will be undertaken by Bristol City Council on their planning portal. Comments will be considered by the Council.

The consultation has included a wide variety of on and offline activity to help include as many people as possible, but also to manage Covid-related risks and concerns. In summary it included: regular Councillor and stakeholder meetings; the establishment of a local community advisory group to help improve two-way engagement; two community webinars in Oct 2020; two community newsletters supported by 'register for updates' emails; a dedicated project website, and in December 2021, the main consultation, which included a webinar and in-person exhibition event. The consultation was also widely covered in the local press and on social media.

Two newsletters were sent out promoting the consultation activities to over 3,000 homes in the local area. In total, 5,371 people visited the website; 215 people registered for updates; 350 emails were received providing feedback or asking questions (125 relating to the illustrative masterplan consultation); 33 stakeholder meetings were held (see below), and 200 people attended either the webinar or in-person exhibition.

The majority of direct and indirect feedback has opposed the principle of development here, listing concerns around the impact on biodiversity; loss of green space; additional traffic and air quality impacts; strain on local services, and impact on neighbours. While we can't respond in detail to all these points due to this being an outline application, we have considered these matters in the course of the application:

- Ecology – has been a major influence on the masterplan which has been designed to be landscape-focused with emphasis on the coexistence of people and nature. We appointed a highly experienced ecology team to lead on the ecology and biodiversity strategy; signed up to Building with Nature independent accreditation; have committed to delivering a 10% biodiversity net gain (on and off site) and to 45% being open space (excluding gardens). Design West (the independent design and ecology review panel) have said the scheme offers great potential for well-integrated ecological and landscape design quality.
- Neighbourhood - Homes England is determined to create an exemplary scheme here that champions urban living and balances the complex interests of the site. We appointed a leading masterplan practice and have proactively sought public, stakeholder, and professional feedback and scrutiny of the plans including Design West (as above) who, while providing further suggestions, have been very complimentary of the direction of travel. Design quality at the later detailed reserved matters stage will follow the key design principles outlined in the submitted Design Code.
- 20-minute Neighbourhoods – we recognise that future residents will need to use cars, but the scheme is designed to minimise this need by providing new, and improved, walking and cycling routes from the site to the surrounding area. The site is sustainably located close to Broomhill Local Centre, schools, employment opportunities, open space and public transport. We have engaged with BCC Transport Officers, representatives from Brislington Liveable Neighbourhoods and local residents on what can be done and will be investing in new and improved routes on and off site.

Notwithstanding the in-principal objections, there have been positive comments made about the development proposals, including minimising impact on ecology and the amount of space retained for landscaping; championing Liveable Neighbourhood and 20-minute Neighbourhood principles; creating a quality development, and delivering a range of new homes including affordable, starter, and downsizing opportunities.

2. Consultation approach

The consultation approach tried to ensure the local community were involved, informed, and had the chance to provide local input. We recognise the sensitivity of developing here, but with the principle of development having been established (through the Local Plan allocation), the key aim of the consultation has been to allow people to help shape the proposals and provide their comments to get the best possible outcome from the development. We organised the activities outlined below to support this.

Councillor meetings

Regular online meetings (often monthly) were held with Ward Councillors, the aim of which was to facilitate a two-way conversation between community representatives and the development team. The meetings were valuable for sharing updates, answering questions, discussing priorities, and listening to feedback. Councillor Rippington and Councillor Carey published accounts of these meetings via Facebook and other means for the benefit of the local community (some extracts provided below).

Tim Rippington
Admin · 29 July at 09:37 · 🌐

Myself and Tony Carey met with Homes England representatives for the first time on Monday to discuss their plans for the site. As well as confirming a provisional timetable, we discussed a range of issues around the development, which included:

- Confirmation that Bristol City Council would have the opportunity to purchase 100 properties to use as Council Housing
- The type of properties that the development would involve
- The creation of green spaces
- The need to engage with both Council and the local community around the provision of public services
- Walking and cycling infrastructure development and in the surrounding area
- Site access
- Local amenities and their capacity
- The possibility of providing some parking spaces on Broomhill either on site or nearby
- Public consultation and how to improve the environment

How else the development of the site could be a catalyst for other improvements to the area.

There is recognition from HE that there is a lot of public interest and that there is a lot of public interest in the development. We talked at some length about the project and their desire to engage with the community.

In terms of timescales, it is unlikely the site will be developed before Autumn 2022 – in the meantime we have started to carry out some site management work to improve the Public Rights of Way.

Homes England will be writing to formally introduce themselves and enquiries from residents who are concerned about the development. Whilst we appreciate the loss of green space and the quality of any development much of which we share, both Tony and I were re-assured that having Homes England involved is likely to prove beneficial rather than having the site in the hands of a private developer.

Tim Rippington
31 January · 🌐

On Thursday Katja and I then met with the team at Homes England, to discuss the detail of their outline planning application. I have always said that we need to engage with this process, even if we don't think the project should go ahead. This is because we need to try to get the best possible outcome from the development if it does go ahead. The more we and local people engage, the better the final outcome will be.

We came out of the meeting re-assured that the plans set out to date are only a starting point and that a 2nd round of planning permission once a development has been agreed would be. However, a 2nd round of planning permission once a development has been agreed would be. However, a 2nd round of planning permission once a development has been agreed would be.

Tim Rippington
20 September 2020 · 🌐

BRISLINGTON MEADOWS UPDATE

On Thursday myself and Cllr Tony Carey met with Homes England (virtually of course) to discuss the latest situation with the planned development.

It was a good and productive meeting, where Homes England set out the detail of the survey work they have been undertaking and I think showed they are taking local feedback seriously. It looks like the main consultation will now be later than planned, probably in early November after half term but they are planning on issuing some updates sooner.

The survey work includes tree surveys, wildlife surveys (including potential bat roosts and badger set locations) and topography of the area. These surveys are continuing, including ecological work and ground surveys, so you may well see people out and about in the next few weeks with clipboards etc. They are carrying out some surveys which go above statutory requirements such as an invertebrate study, which is good to hear.

The Public Right of Way (PROW) at the south end of the site does not currently follow the agreed path, probably due to the overgrown nature of that area, but the Council have asked Homes England to clear this path so that it reverts to the original PROW – Homes England have held off doing this because of bird nesting, but it is likely to happen in October/November.

There is also likely to be some more site excavation work over the next few months, involving digging and drilling, including exploratory bore-holes to investigate the area in more detail. Disruption of the site will be kept to a minimum we have been promised.

A masterplan for the site has not yet been completed, this is partly due to ongoing investigations into possible additional access routes. It is likely that construction traffic will primarily access via Bonville Road.

Tony and I raised our concerns about the type of building that will be undertaken, given the promising noises that Homes England have previously been making – we heard that they have been in discussions with several local people who have a particular interest in sustainable development and they certainly seem keen to deliver in this respect. They have promised to bring forward more detail on this soon although some of that detail won't be forthcoming until the reserved matters applications by the developers.

In terms of ecological sustainability, we heard that they are anticipating the Council's Ecological Emergency report is likely to put a heavy focus on habitat replacement, which would mean Homes England and their developers contributing significantly to creating replacement areas for any ecology lost to the development. It's hard to understand what this means at this point or to know how this would work in practice.

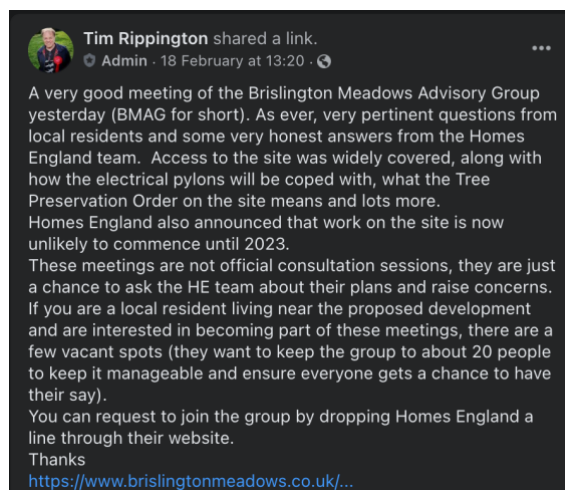
In terms of next steps, the following action is likely to take place in the coming weeks:

- 5th October – Demolition of Sinnot House- likely to take 3 weeks
- Permanent fencing to be erected on the Northern boundary of Sinnot House
- Site investigation work (drilling of bore-holes etc)
- Clearance of the PROW at the south end of the site
- Some vegetation clearance to help gain access to the brook to complete a topographical survey.
- Putting boulders in along part of the Bonville Road frontage to prevent unauthorised vehicular access

Brislington Meadows Advisory Group meetings

The Brislington Meadows Advisory Group (BMAG) was established to provide local representation in the process and create two-way dialogue between the community and development team. It was designed to be small enough to encourage constructive conversation, but large enough to be representative of a broad range of views. Membership evolved through the process but included: the two local Ward Councillors; representatives from Greater Brislington Together; Friends of Eastwood Farm; Brislington Liveable Neighbourhoods; BS4 Wildlife; the Park Allotments; local traders and schools; representatives from Allison Road, Belroyal Avenue, Bonville Road, School Road and Conover Road, and also residents from further afield. Interests from members included ecology, liveable neighbourhoods, traffic impacts, housing and some had been involved in the 2014 Local Plan consultation.

Members were drawn from local interest groups, recommendations from local councillors and BMAG members, in response to a call out on Facebook, and people who had been in touch with the team.



In total, there were seven BMAG meetings from October 2020 to January 2022. The meetings generally started with an update and short presentation from the development team, followed by an open floor discussion.

Date	Summary of what was discussed
10 Oct '20	The first meeting where Homes England introduced themselves and the meeting touched on: the history of Brislington Meadows in relation to housing; the housing need in Bristol; feedback to date; a development update; future consultation; an introduction on the ecology work, and questions from the group.
14 Dec '20	A more open Q&A meeting starting with a development and community feedback update and questions touching on transport, pedestrian and cycle desire routes, bus services, local services, construction considerations.
17 Feb '21	An update meeting touching on: the consultation being delayed until after the elections; information on the 'green link' application that was about to be submitted; conversations with BCC about Tree Preservation Orders and upcoming ground works; archaeology, and unexploded ordnance surveys. Questions touched on hedgerow protection; concerns around having one access and construction traffic using Broomhill Road; pedestrian routes and safety; viability, and how the development would be managed in the future.
16 Mar '21	Meeting focused on Liveable Neighbourhoods and touched on: on and off-site connections, including how to get to the city centre; Bath Road via Victory Park, Keynsham, and Longwell Green; future management of these routes; the importance of not letting cars park on pavements, and signage and lighting.
23 Mar '21	Ecology and drainage focused meeting that included a presentation from our lead ecologist and Q&A session. The meeting touched on Homes England's ecological objectives and what was being done. Questions covered: what habitats had been identified; how bats will be managed; badgers; tree and hedgerow protection; grass cutting; whether surrounding green spaces had been mapped so that a suitable green corridor could be retained for wildlife; future management plans,

	and viability. The meeting also touched on how the scheme would reduce flood risk, public rights of way, and issues with motorbikes accessing the meadows.
22 Nov '21	The first BMAG meeting since the Mayor's announcement in April. The meeting touched on whether the team were considering scaling back the proposals; how 10% biodiversity net gain could be achieved; examples of best practice; the importance of this being a low-car development; the likely planning risks associated with taking this forward, and housing need.
6 Jan '22	The meeting provided an update on the public consultation held in December, further detail on the masterplan and provided an opportunity for further questions. Questions touched on how the plans had considered neighbours; how useable the wetland area was; climate change, net zero and the Future Homes Standard; managing future residential parking and contractor parking during the construction; construction traffic not using Broomhill Road; ecological mitigation; the hedgerow strategy; school capacity, and efforts to reduce traffic along the A4 and off-site links.

We would like to sincerely thank BMAG for all their input and time, their input has led to a better process and scheme. We would also stress that their involvement did not necessarily constitute support for development of the site.

Stakeholder meetings

Over the 18-month pre-application stage, the team met with numerous stakeholder groups and professionals with a specialist interest in the development with the aim of better understanding the site and how to maximise the opportunities. The full list is included below, but in summary included: formal pre-application discussions with BCC planning officers; city councillors; the local MP; Avon Wildlife Trust; representatives from Brislington Liveable Neighbourhoods; local GPs; schools and nurseries, and other interest groups.

Neighbour and community engagement

While Covid restrictions presented challenges to local engagement, the community were updated and involved in a number of ways throughout the process, even when restrictions were in place, including:

- Two 3,000 letter mail outs in July 2020 (introducing the team and the Issues and Opportunities Consultation) and November 2021 (inviting people to the main public consultation). The area included in the mailout is shown below.
- Two direct neighbour online presentations in October 2020 (neighbours were sent invitations) attended by 28 neighbours.
- Informal neighbour door knocking in November 2020 (outside of lock down)
- The public webinar and in-person exhibition (see below)
- Updates via the dedicated project website
- Indirectly via the media and social media



The neighbour presentations provided an opportunity for those people most impacted to meet the team, learn more about the plans, and have their say. Topics covered history; housing need; feedback to date; the team's activities; the opportunities and constraints analysis; ecology, and a Q&A.

The Public Consultation

The illustrative masterplan consultation was held in December 2021 and included:

- Promotion of the consultation and sharing the proposals via a newsletter being circulated to 3,000 homes
- A webinar held on Wednesday 8th December and attended by 60 people
- An in-person exhibition held on Thursday 9th December at St Peter's Church, Allison Road, and attended by around 140 people.



Website

The website was the central hub of the consultation. It was updated throughout the process and received over 5,300 visitors between July 2020 (when it went live) and March 2022 (submission). We also received over 350 emails and feedback forms during that time.



Design West

Design West is an independent peer-review service paid for by Homes England that provides third party scrutiny and advice on developments in Bristol. The development team presented to the Design West Panel in January 2022, following the main public consultation at the end of 2021. The purpose was to have a 'fresh pair of eyes' scrutinise the emerging plans prior to finalising them to see if further improvements could be made. The Panel gave positive feedback as well as a number of suggestions which have been taken into account, including the layout of development around the entrance of the site; routing of the primary road and opportunities to improve pedestrian routes and crossings; the design of the neighbourhood green, and improved landscaping around the communal parking areas.

Building with Nature

Building with Nature (BWN) is a voluntary accreditation scheme which the development team have signed up to that puts nature at the heart of development. It provides planners and developers with evidence-based, how-to guidance on delivering high-quality green infrastructure. Through supporting and championing best-practice, the aim is to help build great developments, raise the bar for industry, and mainstream green infrastructure in placemaking. The Applicant is committed to achieving BWN accreditation.

3. Summary of engagement

The following lists the meetings that have been held.

2020	Engagement with:	Summary notes
July	Ward Councillor meeting	An open introductory meeting covering vision; mix; access; highways; parking; public transport links; ecology; Public Open Space (POS); local facilities; climate change; Sinnott House; consultation.
	Community newsletter	Issued to over 3,000 local homes introducing Homes England, the process and situation, and urging people to get in touch with issues and opportunities input, see appendix.
	Website launched	Website launched providing information; news updates; ways to get in touch and urging people to feed into the issues and opportunities consultation.
Aug	Cabinet Member meeting	Introductory meeting touching on current and emerging policy and wider consultations such as the A4.
	MP meeting	Introductory meeting
Sept	Ward Councillor meeting	Regular meeting updating on progress, and discussing various areas including ecology; Sinnott House, and A4 consultation
	Industrial estate representative	Introductory meeting covering concerns around traffic and access on Bonville Road, ecology, importance of renewable energy.
Oct	Broomhill Primary School	Introductory meeting, touched on school capacity and the proposed link between BM and the school
	Mama Bears Nursery	Introductory meeting, touched on the consultation, school capacity and the proposed link between BM and the school
	Ward Councillor meeting	Regular meeting that touched on the ground condition surveys, Sinnott House demolition and local need.
	Brislington Meadows Advisory Group (BMAG)	See section 2 above.
	Two neighbour webinars	The introductory event was attended by 28 neighbours, it ran through history; housing need; feedback to date; team activity; the opportunities and constraints analysis, and ecology.
Nov	Ward Councillor meeting	Regular meeting touching on the ground condition surveys and the rig fire; public rights of way and the consultation.
	Neighbour door knocking	Door knocked near neighbours updating them and answering questions
	Avon Wildlife Trust	Introductory meeting, touched on approach team were taking and AWT priorities/input
	Greater Brislington Together	Touched on local issues in particular doctors; travel; priorities, and investment including CIL and S106 could be used
	Local shops	Introduced scheme and listened to feedback
Dec	Brislington Liveable Neighbourhoods/BMAG	Touched on work BLN were doing and how BM could feed into that.
	Ward Councillor meeting	Regular meeting touching on consultation dates; feedback from stakeholder meetings, and EIA submission.
	Cabinet Members	Touched on schools; doctors; ecology, and stakeholder feedback.

	Brislington Meadows Advisory Group	See section 2 above.
2021		
Feb	Brislington Meadows Advisory Group	See section 2 above.
Mar	Ward Councillor meeting	Regular update meeting touching on prescriptive rights and recent motorbikes on BM
	Brislington Meadows Advisory Group – liveable neighbourhoods	See section 2 above.
	Brislington Meadows Advisory Group	See section 2 above.
Nov	Ward Councillor meeting	Introductory meeting to Katja Hornchen, new Councillor.
	Broomhill Junior School	Update meeting with focus on school route and child safety
	Exhibition invites	Over 3,000 letters issued to the wider community, inviting them to the consultation events and updating on the process
Dec	Mama Bears	Update meeting with focus on school route and child safety
	MP	Update meeting discussing the wider situation, touched on ecology; transport, and consultation approach.
	Main consultation – webinar	Attended by 60 people including stakeholders, neighbours, and interest groups
	Main consultation – in person event	Attended by 140 people and held at St Peter’s Church
	Website – updated	The website was updated providing the exhibition material
2022		
Jan	Brislington Meadows Advisory Group	See section 2 above.
	Ward Councillor meeting	Post-consultation meeting touching on the feedback from the consultation; the masterplan; design code; the vision; investment in Broomhill; liveable neighbourhoods, and access.
	Avon Wildlife Trust	Update meeting touching on approach; findings; working with Building with Nature; offsetting, and priorities from AWT side.
	Design West (peer review)	Design West peer review schemes as part of the consultation and development stage.

4. The Issues and Opportunities consultation July 2020 to April 2021

Local engagement began in July 2020. It included meetings with local councillors and stakeholders, followed by the launch of the website and letters being sent out to 3,000 homes in the local area. The Issues and Opportunities Consultation started at the same time as the technical work and aimed to involve the local community from the start, bringing their local knowledge, ideas, and experiences to the table to help inform the emerging scheme proposals and illustrative masterplan.

Feedback came from emails received, meetings, the neighbour online meetings and social media.

Key feedback included:



Comments Received	Our response
Why is this happening, especially in the context of the ecological emergency?	The site was allocated for housing by BCC in its 2014 Local Plan and in response to the housing need/crisis. Homes England was specifically brought in by BCC to help deliver housing here.
Concerns around the impact on ecology and that any housing must minimise the impact on nature	Homes England is committed to delivering an ecologically-responsible scheme. We have expert ecologists working on the team, have signed up to Building with Nature accreditation and have committed to achieving a 10% biodiversity net gain (through on and off-site measures). We believe the proposals look positively to respond to the housing crisis and climate emergency but also, through careful management, the ecology emergency too.
Could BCC purchase the affordable housing including social rented units?	Yes.
With 300 homes planned, how will people travel to/from and around the site? The site is too far away from the city centre and other amenities to be deemed a "low car"	Brislington Meadows meets many of the Liveable Neighbourhood standards, being within walking distance to Broomhill Local Centre, schools, employment opportunities, open space and public

development it would seem and what impact would it have on local roads, congestion and air quality?	transport. Homes England recognise that there will be an increase in local traffic caused by the development but is looking at all opportunities to minimise the need for future residents to need their car and promote opportunities for walking and cycling to the various amenities in the local area. Meetings have been held with BCC transport officers, Brislington Liveable Neighbourhoods and the community to explore this further. A new pedestrian and cycle link will be created from the site to Allison Road and we are also looking at wider investment in cycle and pedestrian routes to places like the city centre, Bonville trading estate and the A4. WECA and the city are also looking at getting people out of cars with investment in public transport, electric bikes and Vois.
Support for championing liveable neighbourhoods	As above.
Poor public transport: the No 1 is the only regular service to the city centre and Cribbs Causeway; the No 96 is a once an hour that could be cut; the 513/514 is a council funded service which does not come as far as the new development, and the Park and Ride is a 15 minute walk.	This is outside Homes England's control however we are talking to local bus services and WECA. Any improvement works would be requested by BCC and secured by way of contribution.
Suggestions that one access would not be enough and a second should be included	A single main point of vehicular access from Broomhill Road is appropriate for this site and this has been agreed in principle with BCC highways officers. We have considered additional routes: School Road was discounted due to the change in levels and visibility on the hill, highway safety and trees/ecology impact. Bonville Road was discounted due to ecological impact (of the green corridor) and avoiding this becoming a rat run. Emergency access will be provided from Bonville Road and access controlled using bollards.
The loss of public open space which is important for health and well being	45% of the scheme will remain public open space which is significant and the scheme will provide a variety of landscape open space for people to enjoy, including formal and informal play areas and new walking routes. We have reduced the number of homes proposed to achieve this. It should be noted that legally the site has always been private land with the exception of the two public rights of way.
Incorporating open, play (not just for young children) and nature space	Homes England support these principles and opportunity for playspace is provided on site. More detail will be included in the Reserved Matters stage.
Impact on neighbour's privacy and views	Homes England have tried to be as considerate as possible to neighbours. The illustrative masterplan has been designed to comply with policy and achieves 20 metres between the back of an existing

	house and any new homes to help protect privacy and light. Privacy would be further protected by orientation and window placing. This would be further detailed at reserved matters stage.
Concerns whether schools and GPs could cope	Local schools, colleges and nurseries, have confirmed they have capacity. The two local GP practices (on Wick Road) are looking at options to expand. Birchwood was listed last year as one of the best GP surgeries in the City. ¹
Support for investment in the area	The development will be liable for Section 106 contributions and CIL payment towards local investment.
Recognition of the housing crisis and the wider need for housing	The site makes an important contribution towards the housing required in Bristol, noting the Council are currently unable to demonstrate that they have delivered the number of homes needed, or that they have a five-year supply of land to provide the number of homes required in the future. This has had devastating impacts on the housing market in Bristol, with demand for housing now severely greater than the supply of homes available.
A request for new elder living homes to be included that could help free up family housing and help people stay local.	The scheme will provide a mix of unit types and sizes including 1 and 2 bed flats and smaller 2 bed houses, which provide downsizing opportunities.
A want to prioritise local people	Homes England is keen to champion this too but has limited control. BCC are currently looking at new policies around this.
The scheme should champion climate change measures	Homes England support this as does planning policy. The homes will be built to meet Future Homes Standard and this will be looked at in detail during the Reserved Matters stage.
That this mustn't become a concrete jungle	The masterplan has been designed to be landscaped with a significant amount of the site retained as open space and areas of existing trees and vegetation retained where possible. Full landscape details will be provided at reserved matters stage.
How much influence would the community have on this	We have tried to include the community from the start, holding regular meetings with councillors and the Advisory Group and hosting the webinars and exhibition. Local involvement and bringing local knowledge and input to the table has been really important. It sits alongside other influencers such as policy, technical and viability. People have stressed what is important to them, made suggestions on changes, and challenged what they think is wrong. This document lists local influence in detail.

¹ <https://www.bristolpost.co.uk/news/bristol-news/best-gp-surgeries-bristol-according-4785465>

Will the loss of green space on a hilly site lead to increased water run-off and potential flooding of adjacent areas?	The development will not result in greater flood risk off site.
How will disruption caused by the construction be managed?	An outline Construction Environmental Management Plan has been submitted with this application and details some of the ways in which construction impacts will be managed including indicative hours of operation, wheel washing and dust control measures.
That construction traffic shouldn't use Broomhill Road	<p>This point has been emphasised by the community and especially BMAG. The proposed construction access would be via Bonville Road to avoid HGVs on Broomhill Road. A Construction Traffic Management Plan will be required for the construction phase which will set out delivery times and routes, parking location for construction staff, measures to limit dust and mud on the road etc.</p> <p>Construction traffic may need to use Broomhill Road in the initial phase to access the site and construct the Bonville Road access and onsite temporary roads.</p>
Would not want there to be five storey apartment blocks here.	The maximum building height on the site is 4 storeys. This will be fixed by the Building Heights Parameter Plan that is submitted for approval.
How can you carry out traffic surveys during lock down?	Key Transport (our highway consultants) did two surveys, one pre pandemic, in February 2020 at the proposed entrance, the second post lockdown in November 2021 at the Allison Road/School Road/Broomhill Road junctions. At this point in time in England, advice to work from home was not in place. We have also used national and local data to help predict future traffic patterns. The scope of the Transport Assessment submitted was agreed with BCC highways officers.
If the site is granted planning permission, could the community make suggestions and honour famous Brislington people?	Yes. The local community will be further consulted on the detailed design proposals at reserved matters stage.
Will the lane behind Belroyal Avenue remain?	Yes, this is outside Homes England ownership.

5. Summary of feedback from the main consultation.

8th December 2021 to 16th January 2022

The formal webinar and in-person public consultation sought feedback on the illustrative masterplan and the parameter plans rather than the principle of development. This was the first time the illustrative masterplan had been shared.

The consultation was promoted by 1) sending invites and information to over 3,000 homes in the local area (shown above), 2) sending emails to everyone who had registered for updates (215 people), 3)

providing further information on the website, 4) third parties on social media, the local media, and word of mouth.

The webinar was held on Wednesday 8th December at 6pm and attended by 60 people. It included a presentation from the development team (Homes England, LDA Design, Campbell Reith, Key Transport, and The Ecology Partnership) followed by a Q&A session. A full set of the questions and our answers can be found on the project website.

The public exhibition was attended by over 130 people on Thursday 9th December from 2:30pm to 7:30pm. It was held at St Stephen's Church, Allison Road, which is very near to the site. Exhibition boards shared details of the plans and the development team were all present to answer questions and provide further details. Visitors were encouraged to complete feedback forms at home (due to Covid risk), but also at the event if this was difficult.

In total we received responses from 125 individuals, expressing a range of opinions, questions, and suggestions. Whilst most people who commented disagreed with the principle of development, there were people who supported too. Concerns related to the impact on ecology; congestion; there only being one access; air quality; loss of public open space (linked to wellbeing); fear this would be a 'grey' development; finding the balance between protecting nature and public open space; that much of the open space will be unusable (due to the pylons and wetlands); that brownfield sites should be prioritised; that there should be more affordable housing, and concerns around construction.

There was also support, particularly around the housing crisis. Supportive comments related to the need for more homes, lack of housing availability for families in the area, and endorsing the general development principles.

A number of suggestions were made, including: a second access point; higher density development to help reduce land take; lower height along the existing resident boundaries; parking underneath the apartments to reduce land take; removal of short drives for the same reason; improved pedestrian and cycle routes to surrounding area including A4 and city centre; investment in local buses; more downsizing opportunities, and construction traffic not using Broomhill Road.

The table below includes key points of feedback received during the consultation and suggestions for improving the plans. All questions that have been raised will be added to the online FAQs.

General themes

The table below gives an idea of some of the key themes that were listed in the feedback forms. Responses are given under suggestions or in the Q&A on the website.


Responses	Frequency
This should be built on brownfield land instead	36
This is the wrong place to develop	8
Like general design principles	24
Concern about the housing crisis	15
Like 30% affordable housing provision	9
Lack confidence that the housing will be high-quality	6
Don't believe the development will have a community identity	2
The proposed houses look too small	1
Concerns about visual impact on neighbours and loss of privacy	3
Unimaginative design	6

Housing footprint too large vis-à-vis green space	9
Concerns around height	6
Concern around loss of green space	68
Concern on impact on wildlife/biodiversity	48
Concern around climate/ecological emergency	17
Concerns regarding biodiversity offsetting being off site	10
Concern biodiversity net gain will not be 'like for like' habitat	1
Like that this will achieve a 10% biodiversity net gain	14
Like proposed wetland habitat	9
Concern around loss of hedgerows	7
Site is important for people's mental health and wellbeing	25
Proposed wetlands will not be useable most of the time due to flooding	4
Affordable housing will not be affordable	12
There is not enough affordable housing	7
There should be sheltered/retirement accommodation	5
Concern this will have a negative impact on air quality	17
Like active travel measures	11
The proposals do not contribute to a 20-minute neighbourhood	2
Like cycle paths connected to wider network	6
Proposals will improve some routes across Brislington	12
Walking and cycling routes not properly connected	6
Wider area is too hilly for cycling	5
Footpaths crossing wildlife corridors	2
Concern around congestion	44
Concern around increased traffic on Broomhill Road	31
Said that local public transport is poor	23
Said that development is car-dependent	18
Concern that there is only one access	13
Concerns around road safety	6
Concerns new residents will put pressure on parking for existing residents	5
Not enough parking spaces	3
Too many parking spaces	2
Wider area is too hilly for cycling	5
Poor local shop provision	11
Development will be good for Broomhill	13
Concern around capacity at local doctors	35
Concern around school capacity	27
Concern around nursery capacity	8
No play areas provided	2
New residents will not shop locally	3
Not enough local jobs	2
Water mains capacity	1
CIL not guaranteed to be spent locally	8
This development is purely for private profit and greed	13
Bristol Mayor/Council promised this would not be developed	12
Concerns around construction disruption	7
Concern this would increase flood risk	5

Proposals will increase antisocial behaviour	2
Concerns around unexploded ordinance (UXO)	2
Support for approach to community engagement and open space provision and delivery of new housing	1

Suggestions

With the principle of development here established, the primary focus of the consultation was seeking feedback on the draft proposals and how they could be improved. This section documents suggestions made and included responses from the team.

Request/Suggestion	Response
Principle	
Why are you doing this even though the Mayor has said it should not happen?	A critical factor in Homes England's decision to purchase this site, with the encouragement of Bristol City Council at the time, is its allocation for housing in the adopted Bristol Local Plan. The site was allocated because it provides an opportunity to help meet Broomhill's and Bristol's housing need in a sustainable location. It is within walking distance of schools; shops; employment; parks, and public transport. The need for more housing, which underpinned the Council's decision to allocate the site, has not gone away, in fact the Council is now struggling to meet the planning requirement of maintaining a 5-year housing land supply. From a planning perspective, nothing has changed. The allocation remains current planning policy and carries great weight in planning law. It effectively establishes the principle of development on the site.
Masterplan	
<p>Concern this will be another soulless scheme, people parking on pavements and no green space.</p> 	<p>From a masterplan perspective, we are really excited about these plans and have received positive feedback including from the independent design review panel, Design West. This will not be like the picture to the left. 45% of the site will remain public open space (55% if you include gardens) with a village green as you enter the site, a series of pocket parks, and the retained hedgerow breaking up the development. Most of the homes will front onto this. In addition, there is the large open space to the south.</p> <p>The proposed parking strategy looks to prevent pavement parking by including allocated parking bays. This will be considered in more detail during the detailed design stage.</p>

<p>Are these yellow roads needed for the benefit of two and five cars? Could they be preserved as green space?</p> 	<p>The risk of this is increasing on-street and pavement or green space parking across the site. We are seeking to provide private parking for the houses and areas of communal parking for the flats. This will allow for more street planting.</p>
<p>Could parking be included under the flats not beside them to increase green space?</p>	<p>A good idea however it would require raising the height of the buildings further. The four storeys currently proposed is considered to be appropriate, especially considering existing near neighbours (see below). Providing undercroft parking areas can result in dead and uninviting spaces beneath the buildings. The communal parking around the apartments would be screened and broken up with planting to soften the landscape and fit within the wider site context.</p>
<p>There was a mix of opinions on height with neighbouring properties concerned on loss of privacy or views, and others wanting to see greater density and less development on green space</p>	<p>This has been a major consideration for the team. We have tried to balance density with impact on existing neighbours. You will see from the parameter plans how height is minimised alongside existing neighbours (two storeys) and raised as you go down the slope (2.5 to four storeys). Since this was raised in the consultation, we have made further reductions in height. The scheme is relatively low density, given the area of the site (45%) retained as open space.</p>
<p>Less hedgerow should be removed</p>	<p>This has been a major consideration for the team and we have prioritised the high value ecology and tried to save as much as possible.</p>
<p>You are overdeveloping the site and the number of houses should be reduced.</p>	<p>We disagree. The site is allocated in the Council's development plan for 300 homes, but we've reduced the number of homes to 260. 45% of the site (55% including gardens), will remain green space, which is much higher than most schemes. Density or dwellings per hectare is also considered appropriate. We believe the masterplan provides an appropriate balance between providing new homes and retaining a significant amount of open space, for public and ecological use.</p>
<p>Access – a key point of the community consultation was that one access for 260 homes is not enough.</p>	<p>On a technical level, we disagree, our findings suggest that one entrance would work. We have looked at additional access points and they are not seen as satisfactory. School Road was discounted because of the steep gradient down onto School Road; the impact the route would have on existing trees; the allotments, and overall open space. An</p>

	<p>access onto Bonville Road would negatively impact the proposed green link and ecological corridor along the eastern boundary of the site that connects Victory Park and Eastwood Farm. It was also considered that providing a through route would lead to people 'rat running' through the site and the trading estate, cutting between Bath Road and Bonville Road.</p> <p>Full details of the proposed access are provided in the submission, alongside details of the proposed pedestrian and cycle access points across the site which will encourage travel by active modes to local destinations.</p>
Will disabled people be able to access the flats?	In line with Bristol policy, a proportion of the flats will be designed to be wheelchair accessible.
Will the affordable housing be spread around the development or just in the flats?	The affordable housing will be pepper-potted around the site and comprise a mix of houses and flats. The exact mix and location will be confirmed at the detailed design stage.
The housing needs to be good quality	We agree. This will be looked at in detail during the reserved matters stage.
Neighbours	
Could more dense trees/screening be included along the northern and school boundary?	Existing planting along the site boundary will be retained where possible. Full details of the proposed boundary treatments and screening between properties will be provided at detailed design stage.
Could the height of the housing on the old Sinnott House site be reduced?	Yes, we have reviewed this since the consultation and have now reduced the height from 2.5 storeys to 2.
Could the positioning of housing near Belroyal Avenue be changed to reduce overlooking?	The proposed housing close to existing neighbours is designed to minimise overlooking, but the detail will not be confirmed until the reserved matters stage. Solutions to this include room use (eg bathroom) and window positioning, boundary treatment, and separation distances (policy dictates 20m). The Design and Access Statement does include some indicative sections that show the relationship between existing and proposed dwellings.
Climate Change	
The development should be net zero in terms of carbon and emissions (carbon offsetting should not be needed) and technology such as solar, air and ground source heat pumps should be used.	The full energy strategy will be provided at detailed design stage. The scheme will incorporate sustainable and low carbon measures to meet the Future Homes Standard. Some initial details around the sustainability measures will be provided in the Energy and Sustainability Statement submitted with the outline application.

Houses should be designed to maximise solar, a mixture of east/west and south roofs. Sized to make the most of solar - no tiles should be required on roofs with solar.	The Design Code fixes some principles in relation to orientation and use of roofs for solar panels. Full details of the proposed layout and energy strategy will be confirmed at reserved matters stage.
The houses should not be offered a gas supply.	As above, the proposed energy strategy will be confirmed at reserved matters stage. As a minimum all homes will be designed to comply with the Future Homes Standard.
All properties should incorporate smart EV charging, utilising excess solar PV generation and with ability to work with agile electricity tariffs.	All homes will be provided with opportunity for EV charging.
Ecology	
Concerns on the impact on Ecology	<p>Ecology has been a major influence on the masterplan with highly experienced and qualified ecologists being brought onto the team, the scheme signing up to Building with Nature.</p> <p>The findings of the extensive habitat, tree and wildlife surveys have been applied to the development design. While it is not possible to retain all hedgerows within the site (the only priority habitat present), design has attempted to prioritise retention of those hedgerows with (a) higher ecological condition, (b) higher arboricultural condition and (c) higher ecological function. 55% of the site will remain green (including public open space and private gardens) and net gains in hedgerow habitat will be incorporated into the site. The greatest inherent value of the habitats on the site is their function in supporting wildlife within the site and using the site to move through the local landscape.</p> <p>The suite of baseline ecology surveys completed at the site revealed that the greatest value of the site is its invertebrate assemblage, assessed to be of vice-county significance. Bats were valued at local or city level, with the commuting function of the site being more significant than foraging. Birds, reptiles, and other wildlife species or assemblages were evaluated at local or below local significance.</p> <p>The Outline design has focused substantially upon maximising opportunities to retain invertebrates and particularly pollinators within the site, in addition to maintaining the site's strategic corridor function within the local network of wildlife sites. A suite of measures will be implemented to retain wildlife habitat and ensure safe wildlife movement through the site.</p>

	<p>Offsetting will be required to deliver the 10% net gains in habitat units. It is not possible to determine the appropriate offsetting approach at this outline stage, but offsetting will focus on delivery of species rich grasslands and scrub. This will contribute towards local nature recovery objectives, accords with BBAP habitat conservation action priorities and, would also deliver habitat benefits for invertebrates, bats, birds, reptiles, and small mammals. A strategy for on- and off-site mitigation (including offsetting), a long-term management and monitoring plan, and a project implementation plan will be developed at the detailed design stage once detailed design is fixed and the final Design Stage BNG assessment has been completed.</p>
New houses should be built with swift and bee bricks, and offered free bird boxes to contribute towards biodiversity net gain.	This will be covered at the detailed design stage however the submitted Design Code explores how ecological features should be incorporated.
The site should become a nature reserve like Hengrove Mounds	The site is allocated for housing in the Local Plan. However, the proposals retain large amounts of the site as open space and provide a variety of habitat opportunities.
A space should be maintained purely for nature with funding allocated for maintaining it over the next 50 years.	Areas of existing habitat and vegetation have been retained where possible. A significant landscape buffer and ecological corridor is proposed along the eastern boundary of the site to connect between Victory Park to the south and Eastwood Farm to the north. The scheme will deliver 10% biodiversity net gain through on and off-site measures and details and mechanism for securing and managing this are to be agreed with the Council.
Space should be provided either in private gardens or within the site so that residents have the ability to grow enough food to be significantly self-sufficient.	This could be an option both for private gardens and the open space and will be looked at more in the reserve matters stage when full details of the landscaping are provided.
Can we look at grassland restoration	There are no practical opportunities presented within the site for grassland restoration at a meaningful scale. Where grassland is retained, or where grassland (including the wet meadow to be created within the drainage basins) are created, these will be designed and managed to achieve a higher ecological value than existing grasslands. There will be a requirement for offsetting and species rich grasslands will be the primary focus of this requirement. This will be subject to a rigorous site selection process, consultation with the Council and local stakeholders, and will deliver the species rich

	grasslands either through restoration or enhancement subject to the site(s) selected for offsetting.
Each property should have a tree planted or allocated within its boundary or within the site, this tree should have a preservation order on it.	Details of tree planting will be a matter for detailed design under the reserved matters application, but it will comply with policy. Currently, the Bristol tree replacement obligations require replacement of each tree to be removed which is assessed to be of A, B or C category to be replaced at a ratio of between 1:1 and 1:8. New tree planting will also be an important aspect for ecological mitigation, to maintain habitats and habitat links for wildlife.
Wildlife corridors should be maintained, e.g. as many hedgerows as possible should be maintained (not replaced, never removed).	The first and most important step of the mitigation hierarchy is to avoid adverse impacts, for example by avoiding harm to priority habitats through changes in scheme layout. This has been applied through the design evolution of our masterplan in the 18 months. The second step consists of measures to reduce impacts that cannot be avoided, for example through sensitive street lighting to reduce impacts on bats. The fine detail of this will be agreed under the reserved matters application. Only when we have looked at all opportunities to avoid and reduce impacts would we take the final step of compensating for any significant remaining impacts on or off site. We look for opportunities to enhance biodiversity all the way through the process, as part of our approach to biodiversity net gain.
Can the biodiversity-net gain be delivered on site?	The 10% is unlikely to be achieved entirely on site. We will deliver some ecological improvements on the site and we will be looking to work with City stakeholders to identify suitable locations off site as nearby as possible.
Public open space	
Much of the wetlands won't be useable due to the pylons and wetlands	The 'wetland meadow' would not be permanently wet, it would be grassland, not reed beds. Much of the time it would provide usable open space, but the boardwalks and pathways will be provided to ensure access all year round to deal with periods of high rainfall. There are also other walking routes around this part of the site which will maintain connectivity with destinations such as Victory Park. The pylons are there now and people still use the area.
Local people will have less access to green open space and nature, forcing more to use the remaining spaces e.g. Eastwood Farm, which is already experiencing overload from people more interested in exploring their area.	It is widely recognised that Broomhill has excellent access to public open space with Victory Park, Nightingale valley and Eastwood Farm in the close vicinity. The proposals for the Site seek to increase access through the site connecting to these local area.

	open spaces, and the masterplan will retain 45% for public open space.
Include child safety precautions around the wetlands	A good point and something Homes England and any future developer will take into account in detailed design.
There should be an allocated separated dog walking area.	This will be considered during the reserved matters consultation.
Please could you provide a diverse range of facilities to cater for different age groups when planning your formal play areas, including exercise and teenage facilities, not just toddler?	The landscape strategy will be detailed at future design stage but will explore options to provide natural and informal areas, including play, school, and outdoor exercise space.
The library must remain open.	This is an issue for Bristol City Council and is outside Homes England's control. However, one of the benefits of new development is the additional population that helps make local services including shops and libraries, more viable.
Housing	
Please include more downsizing and starter homes, this is what is really needed in Broomhill	The proposals include starter, downsizing and family homes. Older Persons Living accommodation considered and tested on the market. Market supportive but the option was discounted following engagement with BCC and the risk of competition with another new facility.
Please build some good size, 4/5 bed detached homes fit for families	The illustrative masterplan does provide some 4-bedroom detached and semi-detached houses.
We would like to see more affordable housing	The scheme will deliver 30% affordable housing in line with planning policy. This provides a mix of tenures on site and ensure the scheme remains viable and deliverable.
Transport, and Active Travel	
Active Travel will not be practical for many as the site is relatively far from workplaces, is very hilly, has some dangerous driving, no cycle paths, very poor public transport, no local shops within practical walking distance so people will have to drive out of the area so it is unlikely to boost the local economy.	The location meets many of the 20-minute neighbourhood principles with schools (with capacity), shops (Co-op), some employment opportunities (Bonville Road) and open space within walking distance. To support this further, a new route is being created from Brislington Meadows to Allison Road, and routes going east, west, and south are being improved. Public transport improvement (outside Homes England's control) is being looked at too. Electric bikes and scooters are also making it easier to leave cars at home.
There is currently very poor connectivity for cycling to the city centre with busy hilly roads, no cycle lanes and almost no traffic free routes. This needs to be addressed to achieve safe viable alternatives to driving. <ul style="list-style-type: none"> The rock is the only obvious route into town but is narrow and un-signed. 	This is outside our control however we are speaking to BCC about it.

<ul style="list-style-type: none"> • What does HE or the Developer plan to do to make this route more suitable? • Will you look at how to make the Wick rd crossing safer? • Would you consider how Sandy Park could include a cycle lane • Once people get to the bottom of Sandy park there are good traffic free routes to Temple Meads and into town. <p>Without filling in these gaps people will just choose to drive and we need to think about continuity.</p>	
There should be a safe route over the A4 to Halfords, TK Maxx and Lidl to reduce the need for people to drive from here.	This is some 800m from the site and outside of our control. However, we have passed to BCC. There is a controlled crossing at the West Town Lane junction and an uncontrolled crossing at the Bonville Road junction.
Could speed bumps be provided on Bonville Road, Broomhill Road and the site access road?	An initial proposal, for discussion with BCC, is included in the Transport Assessment. This includes speed tables at junctions along Broomhill Road.
Signage is key to making people aware of these routes and lighting for providing security, in getting people out of their cars.	This will be considered further at the reserved matters stage.
Main paths should be well lit.	The level and type of lighting needs to find a balance between safety and ecology.
Kissing gates on the site should be retained.	Kissing gates are not appropriate for wheelchair users, mobility scooters or pushchairs so will not be retained.
The footpath should maintain a rural feel.	We hope the improved cycle and footpath routes, including the feel, will be seen as a positive and attract greater use. Where a pedestrian cycle route links places it needs to be surfaced to allow all year use by everyone. A network of rural leisure routes is proposed in addition to the connecting routes.
Could a route from Dixon Road to Hulbert Close be provided?	We have looked at this, but unfortunately it is not suitable due to it being narrow, unlit, and having no natural surveillance outside working hours
Ensure motorbikes can't access the open space	This is very difficult to achieve due to any barriers or chicanes needing to be accessible for wheelchairs and non-standard cycles (tricycles, cargo bikes, hand cycles). The increased levels of natural surveillance across the site should act as a significant deterrent to such activity
Can there be a local lettings agreement that prioritises local people?	We are providing fully compliant affordable housing. It's not within our gift to prioritise affordable homes for local people but we are encouraging BCC to take that approach.
Parking	
Mixed views on whether parking should be reduced or increased.	Some people raised concerns that if there is not enough parking, residents will park on

	neighbouring roads, others want to see people discouraged from car ownership and green space maximised. Bristol City Council has a maximum parking policy, with which this scheme will comply. However, as above, we are trying to make it as easy as possible for people not to need to use cars.
Worried about seeing cars parked on pavements and green space	The parking strategy looks to avoid this with private or allocated parking, however measures on reducing on street parking will be looked at in more detail during the reserved matters stage.
Construction	
Construction traffic should not use Broomhill Road. There is a 7.5 tonne weight limit, congestion is bad, residents are worried by air quality, mud and disruption, and for school children's safety.	<p>The <u>proposed</u> construction access would be via Bonville Road to avoid HGVs on Broomhill Road. A Construction Traffic Management Plan will be required for the construction phase which will set out delivery times and routes, parking location for construction staff, measures to limit dust and mud on the road etc.</p> <p>Construction traffic may need to use Broomhill Road in the initial phase to access the site and construct the Bonville Road access and onsite temporary roads.</p>
Construction, especially the shrub clearance should be carried out outside of nesting season	Policy and best practice will ensure this does not happen. Detail will be provided in the Construction and Ecology Management Plan, part of the reserved matters application.
Consultation	
Can the consultation be extended further into January 2022?	Yes. The consultation was extended by a week and ended on the 16 th January.
Can the consultation material be put up in Co-op?	Yes. Following the suggestion we spoke with the Co-op who agreed to public some of the exhibition material.
Miscellaneous	
Parking at Eastwood Farm needs investment	Unfortunately, this is a matter outside our control. However, we know this is a priority for your local councillors so would urge you to speak to them.

6. Changes based on feedback

The engagement and consultation resulted in a number of changes, prioritisations and commitments being made, including:

Principles

- Prioritising ecology; affordable housing; active travel, and creating a quality scheme (principles shared by HE too).

Landscape and Biodiversity

- Signed up to Building with Nature.
- Minimised land take of development with 45% of site remaining green (55% including gardens).
- Exploration of retaining all hedgerows and trees. Concluded that impact on the ability to deliver a level of housing broadly in line with the policy allocation was too significant.
- Apartments located along Bonville Roadside where less visually sensitive.
- Buildings heights were reduced along in the former Sinnott House area following the public Consultation in Dec 2021.

Density

- Reduced overall density to reduce impact on natural assets on site.
- Options included fewer, taller apartment buildings were considered but visual impact was more significant, and the market expressed that more than 30% apartments would not match local housing need.

Highways and parking

- Allocated parking included to improve liveable streets and reduce people parking on pavements.
- Assessment of highway access option via School Road including indicative engineering drawings to assess cut and fill required. Very considerable earthworks and very large retaining walls required to achieve a 1:12 gradient, along with considerable loss of mature trees and significant impact on the developable area of the site.
- Highway access considered via Bonville Road but significant impact on the green corridor connecting Victory Park to Eastwood Farm. Market perspective that this is not appropriate for a housing development.

Pedestrian and Cycle

- Improving cycle and pedestrian routes east, west, and south from the site;
- Concluded most appropriate connections to School Road via allotments and Allison Road. Considered direct access and a link to Allison Road via the road serving Fox House.

Older Persons Living

- Strong feedback to include opportunities for older living. The scheme will include downsizing opportunities but not Older Persons Living accommodation.

Construction

- Commitment to do all we can to minimise construction traffic using Broomhill Road.

Full details of the design evolution process and changes made to the scheme as a result of the consultation and engagement feedback is provided in Chapter 4 of the Design and Access Statement prepared by LDA Design and submitted with this application.

7. Conclusion

The development team would like to thank everyone who has participated in the process to date, particularly councillors and BMAG members who gave up a great deal of their time and have helped shape the plans.

The consultation has sought to engage with statutory and non-statutory consultees, including local stakeholders and residents recognising the importance of everyone's involvement.

From July 2020 to March 2022 there were over 40 meetings with community representatives, interest groups, and neighbours; an in-person exhibition; public webinar; two neighbour presentations, as well as extensive promotion of the consultation events. Meetings were also held with BCC Planning and Transport Officers, Design West, and other statutory consultees.

Feedback was valued and all taken on board. While many in the community disagree with the allocation and housing coming forward here, there was appreciation for the development approach and principles including prioritising ecology; affordable housing; active travel and creating a quality scheme. This process will continue after the application is submitted, and should outline planning be granted, through the reserved matters stage.