

Joint Spatial Plan: Towards an Emerging Spatial Strategy

Joint Transport Study: Transport Vision Summary

Response from Abbots Leigh Parish Council

Note: Given the interdependent nature of the Spatial Plan and the Transport Study we have combined our comments to both documents.

Joint Spatial Plan

The Parish Council welcomes the emerging Joint Spatial Plan and Its Vision, Priorities and Key Spatial Implications. In particular we welcome the emphasis given to priorities for maintenance of the Green Belt, provision of affordable housing, addressing unsustainable commuting patterns and maintenance/enhancement of environmental quality.

We full endorse the conclusion (Table 2) that the Easton in Gordano/Pill corridor is *'a very constrained location in terms of transport, Green Belt, heritage, landscape and ecology'*. We fully agree, therefore with the study's conclusion this is a location **not** to be put forward for inclusion in the emerging spatial strategy.

Abbots Leigh parish lies within the Green Belt and includes significant amenity and leisure areas (Leigh Woods, Paradise Bottom, Abbots Pool, part of the Gordano Round) well used both by local residents and increasingly by visitors from Bristol and elsewhere. The Avon Cycle Path/Walkway is also well used and there are important elements of heritage (Leigh Court and Abbots Leigh Village) that require protection and preservation.

The A 369 is heavily used throughout the day and is congested at peak times at both ends – the M5 junction 19 and the Winterstoke roundabout in Bristol. Any further development would increase traffic flows and adversely exacerbate traffic conditions. The Parish Council has also been concerned about pedestrian and cycle safety and also about the increase of on-street parking as parking restrictions in Bristol have pushed parking further out.

Nevertheless we recognise the need for smaller and/or affordable housing and would support a limited exceptional development for local people (as currently envisaged by the new Pill and District Community Land Trust). This would be consistent with the Joint Spatial Plan proposal to allow for *'non strategic growth to accommodate ongoing housing development in villages which is needed to enable local communities to thrive'*. This and would make a modest contribution to the 1000 dwellings for exceptional development in North Somerset.

Nevertheless we believe it is important to preserve the distinctiveness and separation of the settlements along the A 369 corridor, maintain the spaces between them, and ensure that there is no development of a built up sprawl from Abbots Leigh to the M5 Junction 19. At the same time we recognise the interdependence and shared issues confronting all the settlements. and it is our intention to produce a joint Neighbourhood Plan for the two parishes of Abbots Leigh and Easton in Gordano

Transport Study

Junction 19 of the M5 draws off considerable traffic onto the A 369 and we agree with the Spatial Study observation (Table 2) that 'there are *major capacity constraints at M5 J19*' Movement along the Portishead/Easton in Gordano/Pill corridor may be eased by MetroWest but there will remain major road traffic flows through Abbots Leigh into and from Bristol. We understand that the Highways Agency is strongly opposed to any significant development along that corridor

The A 369 is already heavily used throughout the day and is congested at peak times at both ends – the M5 junction 19 and the Winterstoke roundabout in Bristol. Traffic volumes are likely to increase with the opening of the South Bristol Link offering a more direct connection via the A 369 between South Bristol and the M5. Any further development would increase traffic flows and adversely exacerbate traffic conditions on what is in places a main road of restricted width (e.g. through Abbots Leigh below the George Inn). The Parish Council has also been concerned about pedestrian and cycle safety as well as about the increase of on-street parking as parking restrictions in Bristol and Leigh Woods are pushing parking further out.

We therefore endorse the conclusion that the Easton-in- Gordano/Pill/Abbots Leigh corridor should not accommodate future development and in this sense we see the Transport Study and the Joint Spatial Plan as being complementary