



STOKE GIFFORD

PARISH COUNCIL

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STOKE GIFFORD PARISH COUNCIL

MINUTES OF THE PLANNING & TRANSPORTATION MEETING

Held on Tuesday, 24th March 2026

EMERGENCY PROCEDURE

In the eve of a fire all those present should leave the building calmly, breaking a fire alarm panel on the way out, and assemble on the far side of the car park at the assembly point.

Attendees are asked to either switch off or make silent their mobile phones.

PRESENT:

Cllrs S Bandcroft, M Brown, K Cranney, K Marsden, P Richardson, and A Shore.

Also in attendance was John Rendell (Clerk) and sixteen members of the public.

1	Welcome and apologies for absence	ACTIONS
2	To receive notification of any member's personal or prejudicial interest None.	
3	To approve minutes of the last Planning & Transportation meeting dated 24th February 2026 Councillor Keiron Marsden would like a point of clarification raised under agenda item 8, speeding vehicles on the approach to the Parkway North roundabout, and a member of the public would like to change Oxleigh Way to Clover Way under agenda item 7. With the above changes the minutes dated Tuesday 24 th February 2026 were then agreed as an accurate record, proposed by Councillor Sue Bandcroft, seconded by Councillor Keiron Marsden, proposal unanimously carried.	

<p>4</p>	<p>Public Session [Maximum 15 minutes, up to 3 minutes per person]</p> <p><u>Potholes on New Road</u> – a resident has been in contact with SGC for several months regarding the poor condition of the roads, requesting the substantial number of potholes be repaired. Following several attempts to report the repairs, the resident had written a formal complaint into SGC and within three weeks all repairs have now been completed. Councillor Andrew Shore has also been in contact SGC and met on-site with an Officer and the SGC Cabinet Member which may have helped speed the process along.</p> <p><u>Electrical cabling groundwork</u> – the works are continuing well and on schedule to be completed soon. Some images of the cabling works were shown on screen. The poor trench re-surfacing at the Hatchet Road / Winterbourne Road roundabout was raised by the Chair, Councillor Andrew Shore and has since been re-done by the contractor.</p> <p><u>Recycling waste</u> – South Glos Council is introducing new reusable white bags for plastics, cans and foil, along with blue bags for soft plastics and a resident queried the rationale behind this change as he believes little plastic is recyclable. The Chair, Councillor Andrew Shore confirmed the idea is to minimize the waste that goes into the black general waste bins. Encouraging better separation and waste reduction.</p> <p>District Councillor Keith Cranney urged residents to attend the up and coming SGC Your Voice meeting, held at Baileys Court Activity Centre, Bradley Stoke. The meeting is for the Filton & Bradley Stoke covering the Stoke Gifford parish. The meetings create an informal space for conversations between communities, the council and other key partners such as town and parish councils. Avon Fire and Rescue Service, Avon and Somerset Police and local voluntary and community groups will be present. The meeting is from 18:30-20:30.</p> <p><u>Brooklands Park – hall hire/ noise levels</u> - Following a busy weekend from Eid celebrations on March 21st and 22nd at the newly opened Brooklands Park Community Hall, Stoke Gifford Parish Council has amended its hall hire booking policy to address resident concerns on excessive noise. The resident reported loud music, screaming children in the rear garden, footballs kicked against the garden wall, and balloons falling into their garden. The resident stated they had to close windows and doors due to the noise and were concerned that users of the hall could see directly into their property.</p> <p>Actions Taken by Stoke Gifford Parish Council:</p> <ul style="list-style-type: none"> • Booking Policy Amendments: The hire policy now requires that all hirers are mindful of local neighbours and residents. • Signage Installation: Clear signage is being installed both internally and externally at the hall, requesting that noise be kept to a reasonable level and that music is kept low. • Ball Games Ban: New signage will prohibit ball games within the garden area to prevent property damage and intrusion. • Council Response: Chair Councillor Andrew Shore, other Councillors and staff expressed sympathy for the resident’s concerns and pledged to implement changes to the policy that balance maintaining the hall as a viable hireable community as- 	
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	<p>set with protecting the amenity of residents.</p> <p>The resident will be monitoring the situation closely in the hope the actions put in place by the Parish Council will prevent this situation from happening again.</p> <p>The resident had received no formal communication or impact assessment from the developer Crest Nicholson over the years about the Community Centre.</p> <p><u>Gipsy Patch Lane road safety audit</u> – a resident raised concerns about the ongoing nature of the road safety audit remedial works on Gipsy Patch Lane. The Chair, Councillor Andrew Shore re-iterated that some works are due to take place over approximately three weeks in late April & early May and stated that he will continue to press SGC on their subsequent AI-aided review and any further works which may be needed.</p> <p>There has been an abandoned vehicle parked on Poppy Close for several weeks, the vehicle has TAX, MOT and reported to the Police.</p> <p>A resident continues to see a number 12 Stagecoach bus parking along Gipsy Patch Road to change drivers. This continues to cause a backlog of traffic each time making it difficult for drivers especially when manoeuvring to and from the side roads off Gipsy Patch Lane. The resident wondered if the Stagecoach bus could use an alternative stop, such as the bus stop in Gifford Crescent, to change drivers, causing less impact</p>	<p>Chair to investigate further</p>
<p>5</p>	<p>Parkway North roundabout</p> <ul style="list-style-type: none"> - To hear a resident request for the installation of a pedestrian crossing <p>The Chair, Councillor Andrew Shore has received contact from a local resident who would like to see alterations made to the road/ roundabout at Parkway North.</p> <p>Re: The Need for Pedestrian Crossings at Parkway North Roundabout <i>Following our previous correspondence please see below for additional information regarding the need for pedestrian crossings at Parkway North Roundabout. Emphasis on the Blue Bridge has diverted attention from the primary concern: the need for pedestrian crossings at Parkway North roundabout. These crossings are essential to ensure the safety of residents, commuters, and particularly vulnerable groups including children, older adults, and individuals with disabilities or sensory impairments. There are four roads that enter and exit Parkway North Roundabout:</i></p> <ol style="list-style-type: none"> 1. The Stoke Gifford Bypass 2. Parkway (A3266) 3. Great Stoke Way 4. Windsor Avenue <p><i>All pavements to the four roads at Parkway North roundabout feature lowered curbs equipped with 'Blister Paving,' indicating designated crossing points. While this paving is intended to alert visually impaired pedestrians of an upcoming road crossing, it is reasonable to expect that safe crossing options are provided for all pedestrians. The following sections provide detailed descriptions of each road, accompanied by a summary and key arguments supporting the necessity of a pedestrian crossing.</i></p> <p>1. The Stoke Gifford Bypass</p>	

This bypass represents a significant infrastructure initiative within South Gloucestershire, developed to alleviate congestion on local road networks by linking Great Stoke Way with the A4174 Avon Ring Road near the M32 motorway. Regional traffic studies indicated that the road would accommodate **substantial commuter volumes** and was specifically engineered to reroute vehicles away from previously congested routes such as Hatchet Road and Brierley Furlong.

The design also anticipated future increases in traffic resulting from new residential developments, including the Harry Stoke neighbourhood (which expected to provide more than 2,000 homes). Furthermore, the bypass facilitates the North Fringe to Hengrove Rapid

Transit (Metrobus) scheme, **supporting both high-capacity vehicular and public transport**

movement. (Information extracted from Local Transport Planning and the BBC).

The Bypass is subject to an official speed limit of 30 mph: however, signage indicating this restriction is sparse. Consequently, a significant number of vehicles operate at speeds above the established limit.

- **In summary**, the Stoke Gifford Bypass is a high-volume traffic route serving the residential and commercial districts in the region and functions as an extension of the A4174 Ring Road, which typically supports daily volumes of tens of thousands of vehicles.

Key points for the need for a pedestrian crossing of the Stoke Gifford bypass are:

- **High Traffic Volumes and Pedestrian Risks:** The Stoke Gifford Bypass carries high volumes of local and regional traffic, making pedestrian crossing challenging and hazardous due to speed and vehicle density.

- **Proximity to Residential and Transport Hubs:** It is situated near residential areas such as Parkway North and Harry Stoke and significant public transport links, increasing foot traffic and the need for safe crossing options.

- **Risks to Vulnerable Groups:** Vulnerable groups—including children, older adults, and individuals with disabilities or sensory impairments—are exposed to considerable risk without a dedicated crossing.

- **Community Safety and Active Travel Benefits:** A safe, well-marked crossing would allow residents, commuters, and visitors to access bus stops, community facilities, and amenities safely, encouraging active travel and improving community safety.

- **Infrastructure Gaps at Parkway North Roundabout:** All other junctions along the Stoke Gifford bypass has pedestrian crossings; Parkway North Roundabout is the only exception, creating a critical gap in local infrastructure.

- **Alignment with Road Safety Best Practice:** Providing a crossing at Parkway North Roundabout would align with best practice in road safety and inclusive transport planning, ensuring equal access for all community members.

2. Parkway (A3266)

Bristol Parkway Station is established as the busiest in South Gloucestershire and the third busiest in the West of England, **indicating high, consistent traffic flow** via each of its two entrances – one being Parkway.

The station acts as a major hub for commuters and long-distance travel (London, South Wales, Birmingham). Traffic enters via Parkway (A3266), which connects directly to the M32

and A4174 (Ring Road) and the Stoke Gifford Bypass.

Parkway Road acts as a primary access for the station and accommodates a steady flow

<p>of private vehicles, taxis, and buses.</p> <p>Station Usage & Capacity (2024–2026)</p> <ul style="list-style-type: none"> • Total Annual Passengers: For the 2024/25 period, Bristol Parkway recorded approximately 2.33 million entries and exits, plus 875,000 interchanges. • Parking Infrastructure: The station features a large pay-and-display car park with 1,810 spaces, which significantly contributes to the traffic flow on Parkway Road. • Traffic Nature: The area is a "major park and ride" hub, leading to significant road access to station car parks, especially from the surrounding areas. <p>(Information extracted from GWR, Cross Country Trains, Bristol City Council, and the BBC)</p> <ul style="list-style-type: none"> • In summary, Bristol Parkway Station is South Gloucestershire’s busiest station and a major transport hub, with over 2.33 million passenger movements and extensive park and ride facilities. Its location on Parkway (A3266) generates heavy traffic from commuters, taxis, and buses, linking directly to major roads and contributing to significant congestion. The station’s large car park further increases vehicle flow, highlighting the need for safe pedestrian access in this high-traffic area. <p>Key points for the need for a pedestrian crossing of Parkway are:</p> <ul style="list-style-type: none"> • High Traffic Volume: Parkway (A3266) serves Bristol Parkway Station, South Gloucestershire’s busiest station, with over 2.33 million passenger movements annually, generating heavy flows of vehicles, taxis, and buses. • Primary Access Route: Parkway Road is a main entry/exit for commuters, connecting directly with major roads (M32, A4174 Ring Road, Stoke Gifford Bypass), intensifying traffic density. • Major Park & Ride Hub: The station’s 1,810-space car park attracts significant vehicular movement, adding to the congestion and increasing risks for pedestrians. • Safety for Vulnerable Users: Lack of a crossing exposes children, older adults, and individuals with disabilities to potential hazards, especially as they access public transport links. • Active Travel & Equal Access: A crossing would promote safer walking routes, support active travel and ensure equitable access for all community members. • Best Practice Alignment: All other junctions along Stoke Gifford Bypass have pedestrian crossings: implementing one at Parkway North Roundabout would fill a critical gap and support inclusive transport planning. <p>3. Great Stoke Way</p> <p>Great Stoke Way acts as a key connector in the high-congestion North Fringe area. It serves heavy traffic commuting between Bradley Stoke, Stoke Gifford, and the Filton employment areas, which is characterized by high-volume commuter traffic.</p> <p>Great Stoke Way is officially classified by South Gloucestershire Council as one of the region’s busiest routes. It forms a critical part of the "Corridor Four" transport link, serving major employment hubs such as the MoD, AXA, Aztec West, and Bristol Parkway Station.</p> <p>According to South Gloucestershire Council web information:</p> <ul style="list-style-type: none"> • It is a high-use arterial road • It has high volume traffic • The route is highly congested, particularly during peak hours. <ul style="list-style-type: none"> • In summary, Great Stoke Way is a vital, busy road connecting areas like Bradley Stoke, Stoke Gifford, and Filton, with heavy commuter traffic and congestion, especially during peak times. It links major employment sites, including the MoD, AXA, Aztec West, and Bristol Parkway Station. 	
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Key points for the need for a pedestrian crossing of Parkway are:

- **High Traffic Volume:** Great Stoke Way is officially recognised as one of South Gloucestershire’s busiest routes, experiencing significant commuter flows between Bradley Stoke, Stoke Gifford, Filton, and major employment centres such as the MoD, AXA, Aztec West, and Bristol Parkway Station.

Major Arterial Role: The road forms a critical part of the “Corridor Four” transport link, acting as a primary connector for thousands of workers and residents travelling across the North Fringe area.

- **Persistent Congestion:** Traffic congestion is particularly acute during peak hours, increasing the risks for pedestrians who need to cross the road amidst heavy vehicle movements.
- **Speed Management Issues:** Although the speed limit is 30 mph, the absence of clear speed signage contributes to higher vehicle speeds and greater danger for those on foot.
- **Safety for Vulnerable Users:** Lack of a crossing exposes children, older adults, and individuals with disabilities to potential hazards, especially as they access public transport links.
- **Active Travel & Equal Access:** A crossing would promote safer walking routes, support active travel and ensure equitable access for all community members.
- **Best Practice Alignment:** Great Stoke (Rabbit) Roundabout, has pedestrian crossings. implementing one at Parkway North Roundabout would fill a critical gap and support inclusive transport planning.

4. Windsor Avenue

The following points are sourced from the approved planning application PT16/4928/O, which is currently under development as Mulgrove Farm Village. See image below.

- The erection of 327 dwellings with a primary school and nursery; along with site access/spine road, car parking, public open space, landscaping, drainage infrastructure and associated infrastructure are well underway.
- Vehicular access to the site will be from a new arm off Parkway North Roundabout in the west, and via a new junction on Old Gloucester Road, 90m south of its junction with Winterbourne Road in the east.
- The proposed new primary school and associated playing fields lie in the centre of the site, due east of Parkway North Roundabout.

Wain Homes (via its website) promote the benefits of living in Mulgrove Farm Village as:

- One of the standout features of Mulgrove Farm Village is its fantastic location. Set in the highly desirable Harry Stoke area, the development is perfectly placed for those looking for easy access to major transport links and amenities. It is a commuter’s dream, with excellent access to both the M4 and M5 motorways, providing direct routes to London, Wales, and the Southwest.
- Mulgrove Farm Village is also exceptionally well-connected in terms of public transport. The development is just a stone’s throw away from Parkway Train Station, offering quick and convenient train services to Bristol City Centre, Cardiff, and beyond. This makes it an ideal location for those who need to commute into Bristol or further afield for work, but prefer to enjoy a more peaceful suburban setting when at home. A bus stop is located right outside the development, offering easy access to Temple Meads train station, Bristol City Centre, Cribbs Causeway (one of the area’s largest shopping centres), and Thornbury.

The development has quickly become a thriving community, where residents can enjoy a mix of green space, modern homes, and a sense of local camaraderie. The

carefully planned village is designed to have a strong community feel, with plenty of amenities nearby and easy access to local schools, parks, and shops.

- **In summary,** *Mulgrove Farm Village is a new development in Harry Stoke with 327 homes, a primary school, and nursery, all with excellent access to major roads and public transport. The site is well connected to Parkway Train Station and local bus routes, making it ideal for commuters. It offers green spaces, play areas, and a basketball court for families, creating a thriving, friendly community with modern amenities.*

Key points for the need for pedestrian crossings of Windsor Avenue, The Stoke Gifford Bypass, Parkway and Great Stoke Way are:

Please note: *The green space located at the east corner of the Parkway North roundabout features both a children’s play area and a basketball court. It is reasonable to conclude that these amenities are intended for use by all children, young people, and families within the Parkway North community.*

- **Essential Community Amenities:** *Mulgrove Farm Village includes a primary school, nursery, children’s play area, and basketball court, all situated near the Parkway North roundabout. Safe pedestrian crossings are vital to allow children, parents, and families to access these amenities without risk.*
- **Direct Access to Public Transport:** *The development is promoted as being exceptionally well-connected, with Parkway Train Station and a major bus stop immediately accessible from the roundabout. Residents—including commuters, students, and those without cars—require safe, direct pedestrian routes to these transport links, especially during busy periods when traffic volumes are high.*
- **Access for Parkway North Neighbourhood Residents:** *The recreation amenities at Mulgrove Farm Village, such as the children’s play area and basketball court, are designed to serve not only the village itself but also families and young people from the wider Parkway North community. Without dedicated pedestrian crossings on and off the roundabout, residents from Parkway North neighbourhood face unsafe and impractical routes when trying to reach these shared spaces. Ensuring safe crossings would enable all local children, young people, and families to enjoy the recreational facilities, fostering inclusivity and community cohesion.*
- **Increased Footfall from New Homes:** *With 327 new dwellings under construction, there will be a significant rise in pedestrian activity in and around the roundabout as residents travel to work, school, and local amenities.*
- **Vulnerable Road Users:** *Many residents will include children, older adults, and people with disabilities or sensory impairments. Without dedicated pedestrian crossings, these groups face heightened risks when attempting to cross busy roads at the roundabout.*
- **Congestion and Traffic Speed:** *Parkway North roundabout is a critical junction on a major arterial route, experiencing persistent congestion and high vehicle speeds, particularly during peak times. This makes informal or unmarked crossings especially dangerous for pedestrians.*
- **Consistency with Best Practice:** *All other junctions along Bradley Stoke Way and Stoke Gifford Bypass have pedestrian crossings. Providing crossings at Parkway North roundabout would address a glaring gap, ensuring equal safety provisions for the Mulgrove Farm Village community.*
- **Active Travel and Community Cohesion:** *Safe crossings encourage walking and cycling, promote active lifestyles, and strengthen the sense of community by making*

local facilities and green spaces accessible to all.

*• **Legal and Planning Expectations:** The design of the development and its proximity to key amenities and transport links create a reasonable expectation that safe, accessible pedestrian routes will be provided as part of responsible and inclusive infrastructure planning.*

***In conclusion,** the absence of pedestrian crossings at Parkway North*

Roundabout presents a significant safety risk and accessibility barrier for a wide cross-section

of the community, including children, older adults, and those with disabilities. The

roundabout serves as a critical junction for residential, commercial, and public transport

links, with increasing footfall anticipated due to ongoing and future developments in the

area. Implementing dedicated, well-marked pedestrian crossings at this location is essen-

tial

to ensure the safety, inclusivity, and well-being of all residents and visitors. Such

measures

would not only align with best practice in transport and infrastructure planning but also

support the creation of a cohesive, active, and accessible community for years to come.

Therefore, we urge the council to give this matter its serious attention and to take prompt


action to install pedestrian crossings at Parkway North Roundabout. The risks are clear

and

the need is urgent; decisive steps now will safeguard our community and ensure equal

access

for all.

	 <p>Councillors agreed and felt that alterations to the area is necessary and would like to bring this to the attention of the SGC Officers. Following a lengthy discussion Councillor Sue Bandcroft proposed to write to SGC in support of the resident’s request, seconded by Councillor Keith Cranney, unanimously carried. The Chair, Councillor Andrew Shore commented that it is likely that a SGC Ward Member would also need to support the proposals for SGC to move them forward.</p>	<p>Chair/ Clerk to write to SGC in support</p>
<p>6</p>	<p>Update on previous planning applications</p> <p>The Chair, Councillor Andrew Shore gave a brief verbal update on previous planning applications.</p> <ul style="list-style-type: none"> - 14 Travers Walk (retrospective) – extension – SGC consent given (SGPC no objection, back in March 2024!) - 16 Hawthorn Way – extension - SGC consent given (SGPC no objection) - 54 Smithcourt Drive – extension – SGC consent given (SGPC no objection), though some subsequent revisions made in dialogue with planning case 	

	<p>officer</p>	
<p>7</p>	<p>Planning Applications</p> <p>Should planning permission be granted, the given the residential area, SGPC request the inclusion of a condition restricting the hours of working (and movement or delivery of machinery or building materials), during the period of construction, to 07:30 – 18:00 Monday to Friday, 08:00 – 13:00 Saturdays and with no working permitted on Sundays or Public Holidays.</p> <p>The above condition request is added to the Parish submissions, where appropriate.</p> <p>The Chair, Councillor Andrew Shore asked members to move item 7c to be discussed first, before 7a due to the applicant being present, seconded by Councillor Mike Brown, unanimously carried.</p> <p>a) P26/00388/CLP 87 Elm Close Little Stoke South Gloucestershire BS34 6RJ <i>Installation of rear dormer to facilitate loft conversion and installation of 2no. front roof lights.</i></p> <p>Following a discussion, Councillor Keith Cranney proposed no objection, seconded by Councillor Penny Richardson, a vote was taken, 4 for 2 against, proposal carried.</p> <p>b) P26/00368/F Nicholson House Lime Kiln Close Stoke Gifford South Gloucestershire <i>Demolition of the office building and erection of 6no new buildings for self-storage use (Class B8) with hard/soft landscaping and associated works.</i></p> <p>Following a discussion, Councillor Andrew Shore proposed to object to this application for the following reasons:</p> <ol style="list-style-type: none"> 1. The design is visually out of keeping with the area - particularly with the extensive proposed use of grey cladding, contrasting with a high predominance of brick built buildings in & around the location 2. 4 parking spaces are insufficient for accessing the storage units 3. Insufficient space for vehicles – not just private vehicles but potentially including vans/trucks / car trailers – to safely manoeuvre on-site <p>Proposal seconded by Councillor Sue Bandcroft, proposal unanimously carried.</p> <p>c) P26/00549/HH Ash Cottage Harry Stoke Road Stoke Gifford South Gloucestershire BS34 8QH (discussed first on the agenda) <i>Demolition of existing extension. Erection of single storey side and rear extension to form additional living accommodation.</i></p> <p>The applicant outlined the changes proposed and the rationale for them. Following a brief discussion, Councillor Sue Bandcroft proposed no objection, seconded by Councillor Penny Richardson, proposal unanimously carried.</p> <p>d) P26/00551/CLP 9 Gatesby Mead Stoke Gifford South Gloucestershire BS34 8UL <i>Creation of 1no. opening and installation of window on ground floor side</i></p>	

	<p><i>elevation.</i></p> <p>Following a brief discussion, Councillor Penny Richardson proposed no objection, seconded by Councillor Sue Bandcroft, a vote was taken, 2 for, 4 against proposal not carried.</p> <p>Councillor Keiron Marsden then proposed to object to the application due to insufficient information, to show the size, appearance, and location of the proposed window, seconded by Keith Cranney, a vote was taken, 4 for, 2 abstentions, proposal carried.</p> <p>e) P26/00569/HMO Crantock Filton Lane Stoke Gifford South Gloucestershire BS34 8QN <i>Erection of front porch and side extension for outdoor storage. Erection of bin and bike store. Erection of two storey rear extension to form additional bedrooms for large house in multiple occupancy (HMO) (Sui Generis) for a maximum household of 8no. people.</i></p> <p>Following a discussion, Councillor Keith Cranney proposed to object to this application as the building is out of keeping with the street scene and over development, seconded by Councillor Andrew Shore, a vote was taken, 5 for, 1 abstention, proposal carried.</p>	
<p>8</p>	<p>Brooklands Park & Highbrook View</p> <p>Recreational green space - a resident remains keen for Crest Nicholson to release more land for community hall users to use externally. There was discussion about how a suitable outside area, located appropriately, could benefit the community centre and avoid children playing up against the neighbouring wall or in the car park. A small green recreational area is earmarked for the land near the car park however it is hoped that more space can be made available and would like to see the District members push for this to be added to future plans for the site when building commences during the next phase. SGPC Members agreed that we would ask Stoke Gifford District Members to pursue this.</p> <p>Bins – a resident believes within the S106 agreement the document states that twenty plus bins will be installed across the estate. At present there are no bins and it may take another eighteen months to two years before the land is formally adopted by South Glos Council. Once adopted will the bins be installed by South Glos Council, or does this fall with Crest Nicholson to install bins?</p> <p>Road surface - the Clerk has received confirmation from Crest Nicholson the repair works to the road surfaces are scheduled to take place in April. The work required to the front of the community hall building will take place at the same time.</p> <p>Café – the café operator was present, expressed at the low number of visitors and is looking for further support from the Parish Council to help with additional signage highlighting the Café is open. The Clerk outlined some points recently discussed & already agreed with the café operator and continues to consult directly with them on additional signage. There was some Member discussion about the benefits of a café and how a ramp-up of room bookings (inevitably low to start with) should help. Some other suggestions were tabled. It was agreed that a subset of Councillors present today, together with the Clerk, would have a discussion regarding potential extra ideas.</p>	<p>Clerk / Chair to speak with District Members</p> <p>Chair to investigate further</p> <p>Clerk to arrange meeting or Teams Call</p>

<p>9</p>	<p>Any other business</p> <p>Councillor Sue Bandcroft reminded members of the timetable for the draft new SGC Local Plan for 2025-2040 which includes the proposed inclusion of the Aviva site for potential development.</p> <p>The Chair, Councillor Andrew Shore summarised that the Examination Hearing by three government inspectors is separated into 28 sections and spread across 15 days between May & July.</p> <p>Councillor Penny Richardson continues to receive contact from residents reporting vehicles illegally turning into Knightswood Road from Winterbourne Road. Councillor Penny Richardson is linking with PCSO Romaric Mebenga Ngah regarding policing it.</p> <p>The Chair, Councillor Andrew Shore explained that after he raised the issue of signage for Knightwood Road with South Glos Council Highways, they have responded with some suggested improvements. These require extensive works, including to electricity, is not a low-cost solution and would need additional resource and funding and require a highway scheme.</p> <p>Moving roundabout sign on Little Stoke Lane/ Stoke Lodge end- Councillor Mike Brown asked when SGC are going to remove the sign to a more prominent location. The Clerk will chase SGC.</p>	<p>Chair to investigate further</p> <p>Clerk to chase SGC</p>
<p>9</p>	<p>Date of next meeting</p> <p>28th April 2026 @ 19:00.</p>	
<p>10</p>	<p>CONFIDENTIAL ITEMS</p> <p>To resolve, by the nature of the sensitivity of items, to exclude the press and public [Public Bodies Admissions to Meeting]</p> <p>None.</p>	

The meeting closed at 21:10

Signed: _____

Date: _____

A Shore (Chair) On behalf of Stoke Gifford Parish Council