

# WHITCHURCH VILLAGE NEIGHBOURHOOD PLAN RESIDENTS SURVEY APRIL-JUNE 2015 www.wvnp.org.uk

### **Summary**

This survey was undertaken by the Village Neighbourhood Plan team in co-operation with Whitchurch Village Parish Council. 500 surveys were delivered and 251 returned. This was an excellent return rate of over 50%, showing the interest that the population take in the area they live in and its' future. This is perhaps as a result of a high percentage of the population owning their own house and having lived in the area for a significant period of time. This was highlighted by 42% having lived in the Village for over twenty years, with only 16% having lived in the Village for less than five years, and 92% of the total residents owning their own house. The demographic of the Village is a high percentage of older generations, with 85% over the age of twenty years, which contributes to four times as many responses looking to downsize in the area compared to upsizing. Green belt ranks very highly with the Village residents, an extremely high 98% saying it was important to them and 88% seeing no need for further development. Scoring highest from the responses regarding the type of housing that any new development should include were 3-bedroom, bungalows and affordable housing, with 5-bedroom and rented accommodation being the lowest priority.

Transport issues have featured highly in this survey with the majority of residents finding the public transport options to travel to work inadequate. This is further compounded by 83% saying that they would travel to work by public transport if the services were available and reliable. As a result, 60% travel to work by car with 19% taking the bus and 18% living close enough to work to walk and cycle. Transport issues could be eased if there was more local employment, which 78% of the Village residents would like to see. Almost half of the residents work in South Bristol, with the other half working in North Bristol or further afield in areas such as Bath, Portishead and Midsummer Norton. The public transport issues are such that only 3% of households have no car, with 17% having three or more cars. A staggering amount of negative feedback was received with the surveys relating to public transport, in particular the bus service, with complaints featuring highest regarding the lack of frequency, bad timing and insufficient route coverage.

Safer roads and pedestrian routes were also the top scorers in the services and amenities that people would like to see improved in the village, together making up 36% of the responses. Running a close second was green spaces, which in turn featured higher than doctors' surgeries, shop and retail and schools, again underpinning how important it is to the Village.

In conclusion, it can be seen that green spaces are very important to the residents of Whitchurch village. Whitchurch Village is completely surrounded by Green Belt, which has kept the Villages' separate identity, which the results of this survey show it is clearly valued by its residents. Transport issues need to be resolved through better infrastructure and/or improvements to public transport. Encouraging local employment could help ease this issue but will only worsen with increased housing in the area without the infrastructure improvements to support it.

# WHITCHURCH VILLAGE NEIGHBOURHOOD PLAN SURVEY APRIL – JUNE 2015

Every household within the Village of Whitchurch received a Survey with a Stamped Addressed Envelope to submit the replies. The five hundred Surveys were hand delivered and the used pre paid envelopes recorded via Royal Mail.

A sample Survey is contained within and the questions asked related to the full range of personal information, work related information, travel options to work, housing issues of ownership, renting, downsizing/upsizing needs and availability within the village.

The percentage survey return of 50% was an excellent result and 251 results are summarised here.

Also, residents were asked to express their comments about the questions asked and these are printed out and contained within. These comments serve to reinforce the answers given on the Survey questionnaire.

The results have been processed into 12 easy to read graphs and a small written explanation for each is detailed in the following sections

# Q1 How many years have you lived in the Village?

22% - 30+ years

17% - 15-20 years

16% - 0-5 years

14% - 25-30

13% - 5-10 years

12% - 10-15 years

06% - 20-25 years

The results on the graph illustrate the overall length of time people have resided in the Village with a high 40-45% having lived here for over 20 years.

### Q2 Age groups in Village

53% are in the 20 -60 age bracket 32% are in the 65+ age bracket 15% are in the 0 -18 age bracket

This percentage explains the answers at Q4 and the need to downsize to a 2 bedroom house or bungalow

### Q3 Is your home rented or owned?

92% - own their own property

This result would suggest an area of available wealth for home ownership

# Q4 What type of housing is needed within the intended new development?

25% suggested 3 bedroom accommodation

20% suggested bungalows for downsizing

17% suggested affordable/social

14% suggested 2 bedroom

14% suggested 4 bedroom

5% suggested 5 bedroom

5% suggested rented accommodation

A fifth of residents expressed interest in downsizing in the area.

# Q5 How many cars are used from your home?

97% of residents own one or more car.

### Q6 What areas do you work in?

49% Work in South Bristol 20% Work in North Bristol 11% Work Bath

The remaining % (see pie chart) work in a variety of areas

# Q6b Would you like to see more local employment?

78% Yes 22% No

# Q7 How do members of the household travel to work/school?

60% use their cars

19% use the buses

13% walk

6% cycle

1% other

1% train

In the comments sheets residents complain bitterly about many aspects of bus services (lack of), unreliability, not versatile enough routes. Many suggested they would use the bus if the service improved. Please read comments and see Q8.

# Q8 Are the public transport options to travel to work adequate?

61% say No 39% say yes

# Q9 Would you use public transport if a service was available and reliable?

83% say yes 17% say no

83% of responders would like to use the bus but in the comments sheets you can see why the buses are not an option.

# Q10 What services/amenities would you like to see improved for the village?

19% Safer Roads

17% Safe Pedestrian Routes

17% Green Spaces

13% Shop/Retail

13% Doctors Surgery

5% Café

5% Youth Services

4% School

4% Solar Panels

2% Early Years

1% Other – see comment sheets

Scoring highly are Safer Roads, Safe pedestrian routes, Doctors Surgery, however there was interest in all the options offered.

# Q11 Do you see a need for further development in the village?

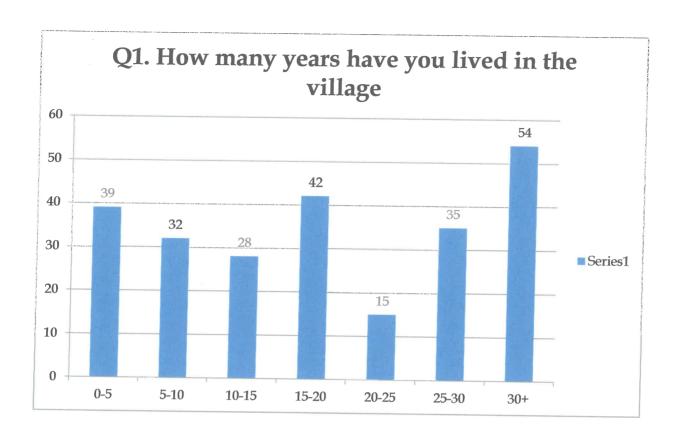
88% No 12% Yes

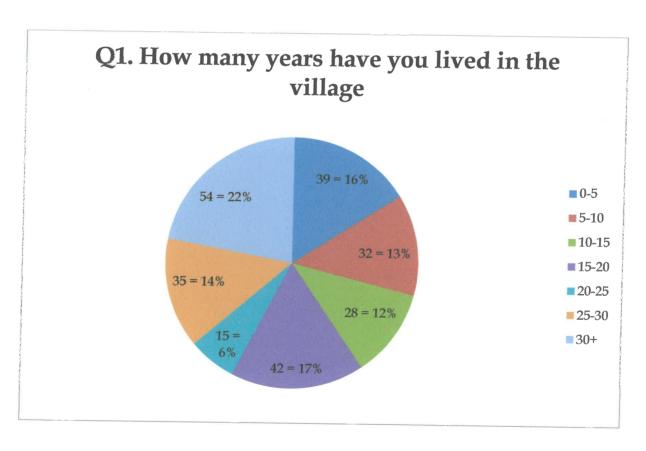
From the figures obtained there is a high percentage of the residential population that do not see the need for further development.

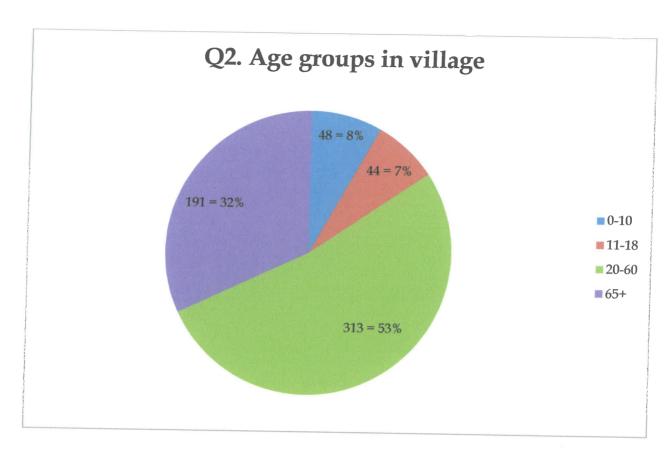
# Q12 Is the Green Belt important to you?

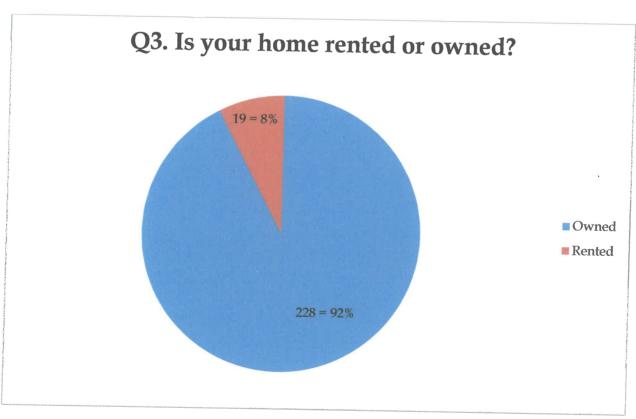
98% said Yes 2% said No

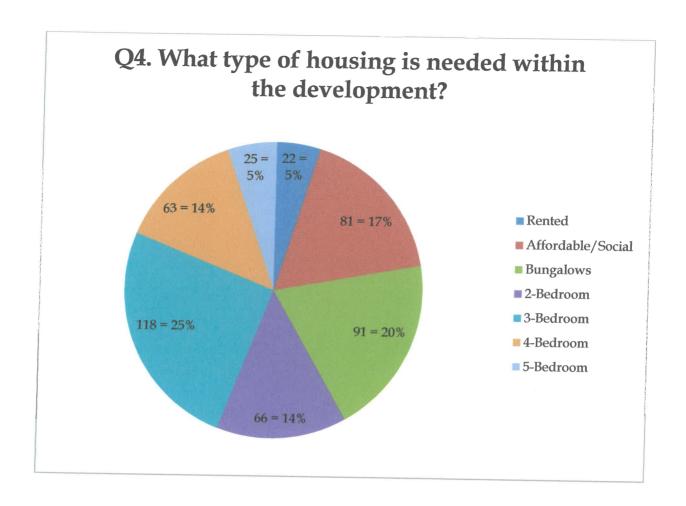
A strong support of the Green Belt is shown from people living in the Village.

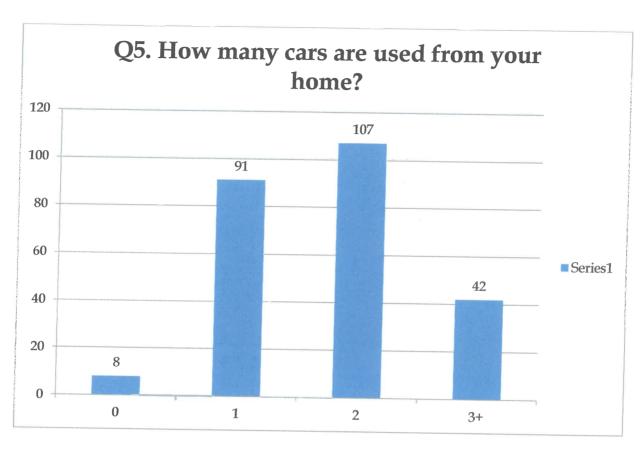


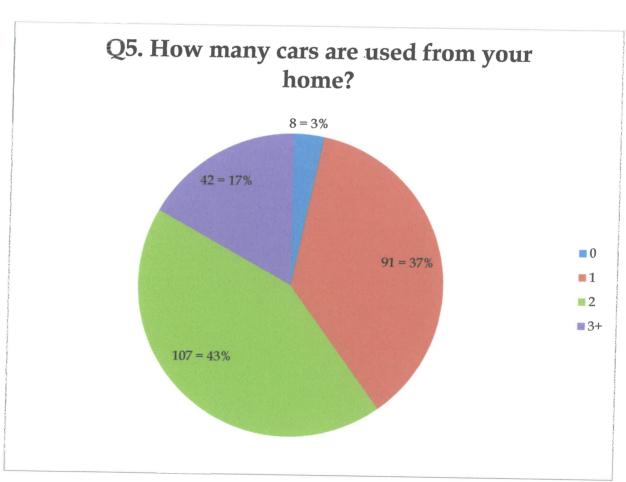


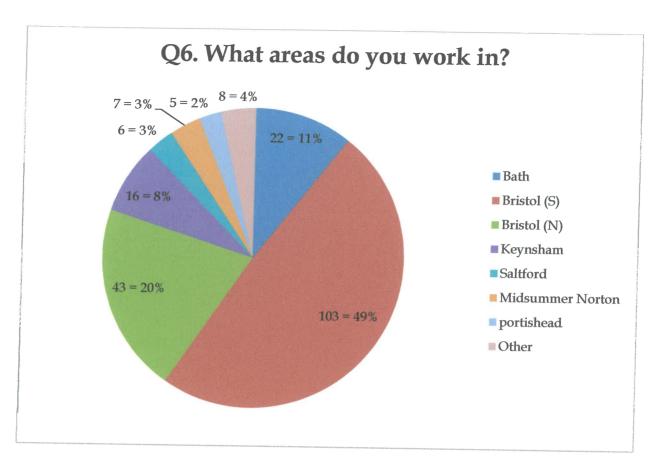


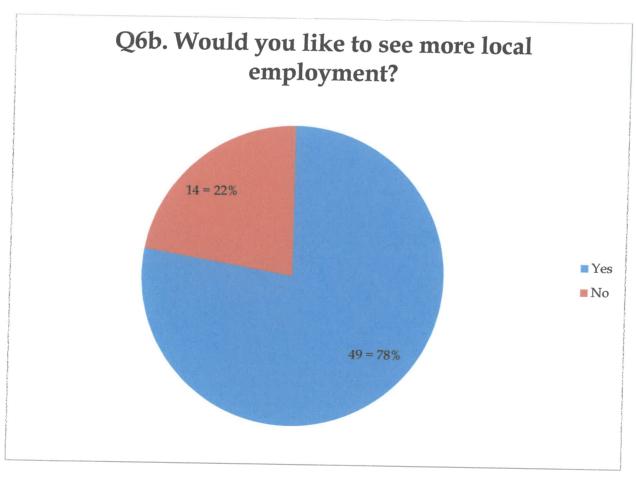


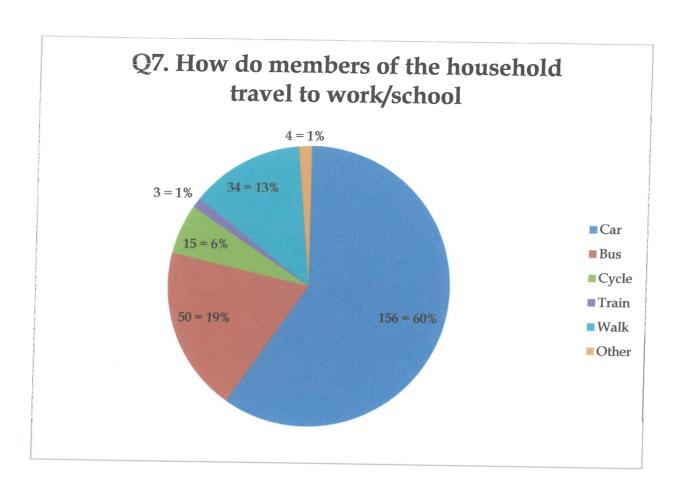


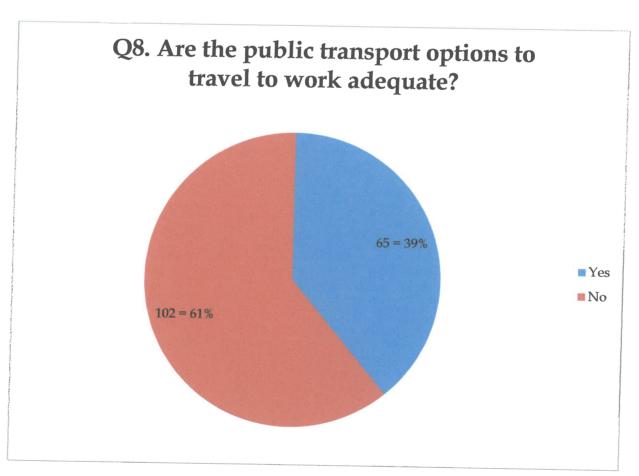


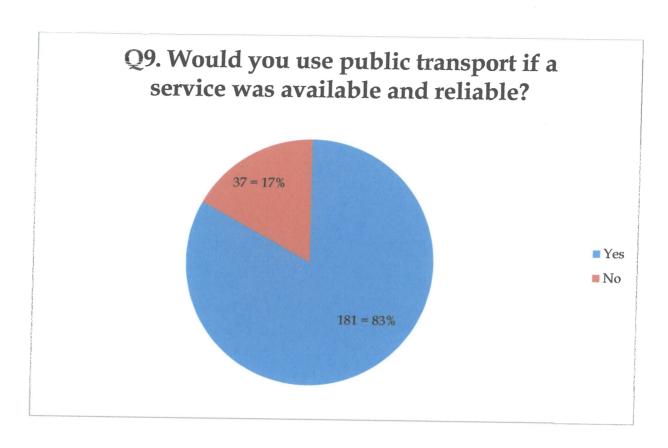


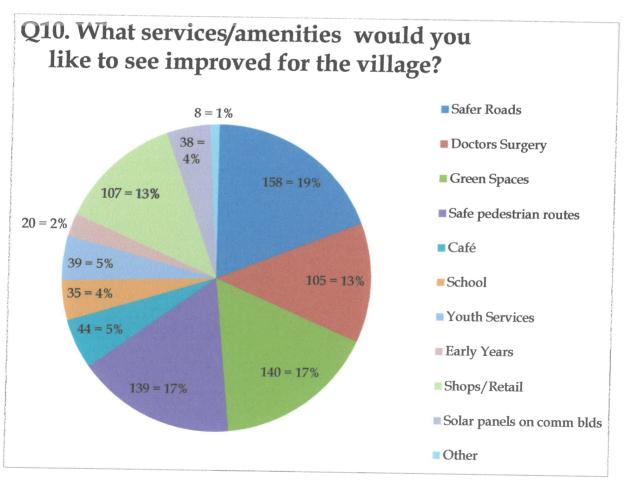


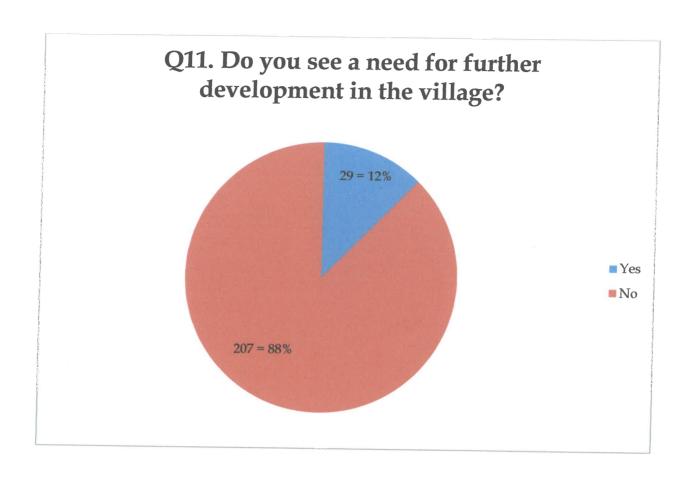


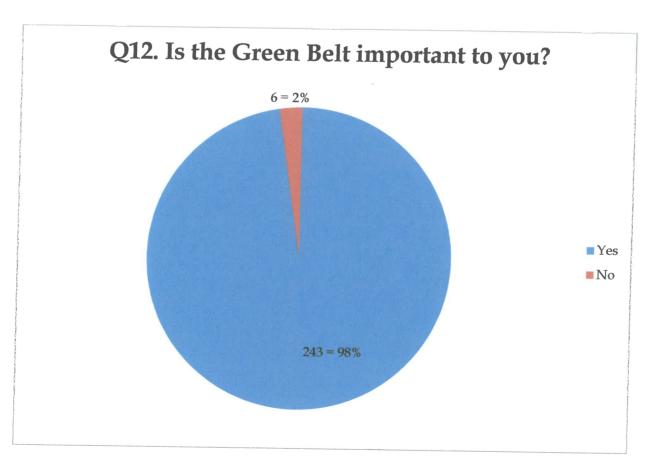












# WHITCHURCH VILLAGE NEIGHBOURHOOD PLAN SURVEY- HAVE YOUR SAY April 2015

<ol> <li>How long have you lived in the village?</li> <li>How many people reside in your home in the following age brackets:</li> </ol>
0-10 11-20 21-60 61-65+
3. Is your home rented or owned?   Owned  Rented
The impending development of 250 houses is a 50% increase in the size of village and will inevitably increase the need for more services. You can have a say on the content of this development.
4. What type of housing do you think is mainly needed within this development?
☐ Rented ☐ Affordable/Social ☐ Bungalows
☐ 2-Bedroom ☐ 3-Bedroom ☐ 4-Bedroom ☐ 5-Bedroom  Are you looking to downsize/upsize your accommodation within the village? If so which of the above would best suit your need?
5. How many cars are used from your home?   0  1  2  3+
6. What area(s) do you work in?
☐ Keynsham ☐ Saltford ☐ Midsomer Norton ☐ Portishead
☐ Other – Please specify: ☐ Would you like more local employment?
7. How do members of the household travel to work/school?
☐ Cycle ☐ Train ☐ Walk ☐ Other
Are the public transport options to travel to work adequate? Yes No If No, please state why:
<ul><li>8. Would you use public transport if a service was available and reliable?   Yes   No</li><li>9. What services/amenities would you like to see improved for the village?</li></ul>
☐ Safer Roads ☐ Doctors Surgery ☐ Green spaces ☐ Safe pedestrian routes
☐ Cafe ☐ School ☐ Youth Services ☐ Creche/Pre School
☐ shops/retail ☐ Solar Panels placed on roofs of Community Bldgs?
☐ Other – please comment:
10. Do you see a need for further development in the village?  Yes No If yes please state where below. Please add any further comments if you wish:
1. The village is currently protected by the Green Belt. Is the Green Belt important to you?
☐ Yes ☐ No

Γ	T	T	T	T	T	I			I	T	T			Г	Γ	Т	T	T	T	T	T	7				Г	Г	T	Т	1	Т	T	T	Т	Т	T	Г	Г		I						-	_	_	_	_	_	_		_	_				
F	lö	1	54	ľ	3 5	52	B1	50	49	i di	+	47	6	45	4	100	2	1	1	5	8	38	37	36	32	34	33	32	32	8	29	28	27	26	25	24	29	22	21	20	19	18	1.7	16	15	14	13	2	=	3 4	<u>.</u>	Ļ	6	s	۵	Gs.	N	-	m n t i
28	8	k	21	16	200	4	27	ф.	44	50	4	3	8	c,	30	83		33	1	1	1	A	16	15	27	28	23	16	13	56	54	25	17	27	£S	30	27	15	4	ur	48	ហ	25	ω	9	3.5	13	9 5	75		200	10	21				18	25	Years lived in village
+	H	H	╁	H	ł	+	+	-	$\vdash$	H	ŀ	+	-	2		H	ŀ	ŀ	ł	+	ŀ	9	+	4			L	L	L	L	L	L	-	L	g_A				2						I	I	I	I	I	I	T	N							0-10
	1.	t	w		1	t	+	-		H	f	+	+	+		H	H	H	ŀ	+	+	+	+	+	-	-	Н	Н	H	H	L	H	1-	L		Ц			_		Ц		N	4	1	1	1	1	1	L	L	L	12	ы					11-18
				2	+	1	+	2			7	†	-	۲			~	H	H	~	1	+	+	+	2	-	_	-	2	-	H	Н	2	H	-	N	w	4	2	-	14	4	2	ш	-	ų.	ď	n l	1	L	4	N	ω				4	N	20-60
Own	OWn	Own	Own	Own	OWI	CW		Ş	OW	Own	OWI	100		2	0	NO T	Ow.	MOT	WO Z	NO.	WO	2 0			Q	2 Q	o Q	22 Oy	Q A	ų Ov	2 Qv	۱٦ دا	Ş	ı Q	<u>1</u>	و او	9	9	0	2 0	0	20	0	0 0	9 0	2 0	- 0	100	, 2	11	0	0	0		2	2			55+
Owned	ed.	ed	ed Y	ed	å	ea	2	2	ed.	ed	led !!	an			8	ē	ned	ned	100	ned	ned	Q	ge		ned .	700	200	ned	Dec	ned	ned .	/ned	/ned	ned	ned.	nea nea	vned	Vned	ynad.	vned	vned	VDad.	Vned .	HORN	WIND OF STREET	Whed	Whed	wned	wned	wned	wned	wned	wned	Wned	Wned	Wned	Wnad	wned benw	louse owned/Rented
H			Y		L	L	L	1	_			L		$\perp$					L	L	L														1	1	T	T	1	7	Ť	<	Ť	Ť	Ť	Ť	T	t	T	H	~		+	+	+	+	+	Т	
Y		<			Y	L	L	1				ľ		l	1		<	~							-		1		I		~			<	T	T	T	T	T	Ť	1	Ť	Ť	1	t	T	1	1			<	1	1	†	†	+	$\dagger$	†	tented
	1		1			L	L	l			z	L	L		ľ	<		<	~			1	1		T	T	T	T	T	1	1	<	1	7	T	1	Ť	1	Ť	1	t	1	t	+	t	t	t	t		<	~	<	< -	<	1	+	+	4	ffordable/Social
V	1		1	1			L	L	1		Z		L	L								~	1	T	T	T	T	T	Ī	<	1	1		1	T	ŀ	4	1	t	t	F	†	t	t	t	t	<	<	Н	~	~	7	<	t	$\dagger$	+	+	4	ungalows
	$\perp$		1		_	_	L	L					_			ľ	<b>\</b>	Ī	<	~		Γ	~	1	1	1	Ī		T	T	<	T	T	Ť	1	t	1	†	t	t	t	t	t	t	t	t	~		Н	~	<	<	<	+	+	ŀ	t	1	Bedroom
Ц	1		$\perp$			~		L		1	2		4	Γ	T	T	T	Ī	<		<			<	r	T	Ť	F	1	Ť	†	Ŧ	1	t	t	t	†	1	t	t	1	F	t	t	H			Н		~	₹	<	<	+	+	+	k	1	Bedroom
Ш	1		1							ľ	2				Ī	T	T	T	<	1	<			T	T	T	T	t	T	t	t	T	t	t	t	1	t	t	t	t	$\dagger$	t	+	H		Н	Н	Н	$\dashv$	+	+	+	+	ł	+	H	-	P	Bedroom
	ľ	<   Z	2 2	2 2	2				I	T	I	z	Z	Z	2	T	ľ	1	2	1	Up 4/5h	Z		z	Z	T	Z	2	2	2	†	00	VOV	2-0	Z	Z	2	Z	Do	Z	Z	Z	Z	Z	z	z	2	2	2	7	2 0	- 2	2 2	Z	Z	Z	B	1	Bedroom
+	t	$\dagger$	t	14	2	+		H	t	t	+	3+	Н	H	+	H	ł	+	+	f	12	-	-	-	H	H	+	+	H	+	+	90.	IS N	ľ	1	w	3+	L	Vns!	L	L	w	<b>ω</b>	L	Ц	Ц	0	1			2 029	1	1	L	L		Rafe	þ,	wnsize/Upsize?
+	-	+	12	+	+	4	2	2	0	+	+	+	1-	<b>5.A</b>	1	F	1	1	+	+	+	4	-	2	1-	L	-	N	0	2	0	2	0	0	2	Ľ	ľ	2		1	2 4	Ľ	Ť		2		Ψ +	2	۵,	ا	F	L		1	2	3+	L	No	. Cars
< -	t	k	1	1	+	+	1		H	H	t	+	<	-	H	H	+	+	+	+	4	+	+	-	H	H	H	<	H	L	+	1	L	H	~	L	~	~	L		Ш	Y	4		~	-	1	1	1	1	-	L		L	L			Ва	th
1	1	t	t	1	+	t	<		H	t	t	+	+	-	H	-	H	ŀ	t	+	+	+	+	-		L	H	H	H	H	H	ŀ	H	L	-	~	~			L	~			4	~	1	1	1	1	Ļ	L	_	<			Υ		Bri	stol (5)
T	T	T		T	T	Ť	1			r	t	1	1	1			H	t	t	t	t	1	+	1			-		H	H	H	<	H	H		Н	_		-		4	-	$\parallel$	4	+	+	+	+	+	ļ	1	L				Υ		Bri	rtol (N)
						Ī	T			Г	T	Ť	T	1			r	r	t	t	t	t	†	1	1							<	H		Н		Н	+	+	$\exists$	<	-	-	+	+	+	+	+	+	╀	+	L	Н		4	_	-	Key	nsham
$\perp$		L			L	L	I					I	I						Γ	T	T	Ť	Ť	1	1										<	1	1	1	1	1	+	+	+	+	+	+	+	+	+	H	+	H	Н	$\dashv$	-	+	7		ford
$\downarrow$			Ц	Ц	L	L	1	1			L	L	1									T	T	T		1	1	1							7	7	1	1	1	1	4	1	+	+	$\dagger$	$\dagger$	t	+	+	H	$\vdash$	Н	Н	1	+	+	7		summer Norton
+	Z		Н		RET	L	1	4	197	DITTO	L	ļ	NE I		ñ	쭈	RET	RET	L	L	L	Ē	Centr		R	F F	RET		RET	弱				Retired		1		V	20	7	₹-	<	Macil	B	Kerin	t	Ker	t	Retired		H			Retired	P P		-E	or	ishead
. <	~	~	<	~	H	Ļ	ŀ	1	4	~	~	L		1	4	4			L	L	ľ	L	L	1	1	1	2	1	1					_	Ī	1		┸	2	Ī	{	I	90	-	7	1	Tea a	r	ed	П	<	<		200	1			_	e local employment?
Н	+	7	+	-		~	F	-	1	+	-	ŀ	+	ł	+	+	4	-		L	L	L	L	1	1	1	4	1	1	1	1	1	1	1		1			1	$\perp$	< -	<		ľ		ľ		<	<	۲	~	~	<	Ť	Ť	<	4	ar	
Н	+	+	+	+		H	H	t	+	+	-	H	+	╀	+	+	+	+	-	Н	H	H	ŀ	ŀ	+	+	+	+	+	+	1	1	1	1	1	1	1	1	1	1		1	1	L	L	L	L		~			<	I	I	Ī	< -	B	us	
Н	+	+	$\dagger$	+			H	t	$\dagger$	+	-	H	H	H	+	+	+	+	-			H	H	ŀ	+	+	+	+	+	+	+	+	+	+	+	+	+	1	ļ	1	1	1	1	L	L	L	L	Ц	Ц			1	1	L			C)	ycle	
П	†	†	<	†	1		H	t	t	$\dagger$	-	7	H	H	t	$\dagger$	+	+	1	<	-	-	H	H	+	+	+	+	+	+	+	+	+	+	+	ł	-	+	+	+	+	ļ	-	L	L		L	Ц	Ц		1	_	1	ļ	L	L	h	ain	
П	T	1	T	1	1		r	İ	T	t	1		H	H	t	t	†	+	1	+	1		H	H	ł	t	+	+	+	+	+	+	+	+	+	+	+	+	┞	╀	+	ŀ	$\vdash$	H	H	~	Н			1	<	1	1	ļ	L	L	w	alk	
7	2 2	1	72	2	2	2	Z	2	T	Ť	1	z	Z	r	t	t	t	t	1	1	<		z	H	t	F	2	+	t	2	- 2	2 2	+	2	Z	Z	~	+	Z	Z	2	Į	$\vdash$	Z	z	~	Н	2	<	2 :	2 2	1	$\downarrow$	L	-	Ļ	Ot	he	
$\top$	t	t	t	$\dagger$	†	1		H	t	t	+		Н	H	H	+	+	+	+	+	+	-	-	H	H	H	H	+	╀	+	+	+	+	1	L	L	L	L	L	L	L	L	L						1	1	1		L	L	L	L	Pu	blic	transport adequate?
十	+	+	Z	+	1	7	7	~	-	2	+	<	~	~	Į.	$\vdash$	+	ŀ	-	2 2	2	~	2	4	~	~	Z	1	L	L	-		Ļ	-	Z	Ļ	L	L				L								1	$\perp$	L	L				Co	mn	ents
+	+	ŀ	k	+	1	1	~	7	Į	Ļ	1	4	~	~	L	~		L		< -	1	1				L	L		L	L	L											Z		2	<			,	<				Z	~	4	<		. D.	iblic transport if improved?
+	~	k	L	~	1	1	<	~	L	L	-					Ĺ								_		~	<	~	<		1		Γ			٧	~	٧	~	۲	<	٧	٧	1	<	₹ .	<	<	Ť	r	1	~	٧	~			Г		
			~	L		ı		<	7	Ĺ		1					ľ						l	<		~			~				<	~	٧	~			<					7	1	T	T	†	t	t	1	r		~				_	toads
1	L	~	Ĺ		I	l	1			L	L	ľ			۲			_	ľ			1	<		<		٧	٧		~					~	~	~	~	~	~		<	1	4	₹	1	†	1	$\dagger$	t	$\dagger$	<	<	<	+				s Surgery
$\perp$					L			<					1		<		۲	Г	ľ	~	T	T	Ī	Ī	~	<					~			~	~	<	~	<	<	<	<	<	7	+	< -	<	†	-	+	1	H	~	<	<	1	1			Spaces
L		Y			1			-				I		I	1				Γ	T	T	Ť	Ť	T	1		1	1							1	1	<	1	1	+	+	1	+	1	+	+	+	+	+	$\vdash$	H		Н	+	+	+	afe	pe	destrian routes
		۲			Г	Ī	Ī	T			7	T	Ť	Ť	1	1			~	T	T	t	f	<	<	1	+	1	<	1			1	1	1	<	<	+	+	+	+	+	+	+	+	+	+	╀	┞	<	Н	~	+	+	+	k	afé	<u> </u>	
		<				T	t	Ť	1			t	t	t	†	1	1	~			H	t	t	t	+	+	+	+	+	1	+	+	+	+	<	1	+	+	+	+	<	+	+	+	+	+	H	$\vdash$	L	L	Ц	4	1	1	1	-	cho	ol	
П	1	1	1			l	t	t	1	1		t	t	t	†	+	1	1		Н	H	H	ŀ	+	+	+	+	+	+	+	+	+	+	+	1	+	+	+	+	+	+	+	+	+	$\downarrow$	+	L	L			Ц	1	1	1	1	ŀ	out	h S	ervices
Н	<	1	<	1			-	t	+	1	<	-	-	t	$\dagger$	+	+	1	-	~	7	H	-	+	+	+	+	< -	< -	7	+	1	+	+	1	-		-	-	-	1	1	Ļ	L	Ļ	L	~				Ц	1	1	1		F	arly	Ye	ars
H	1	+	$\dagger$	+	-	H	H	t	+	+	-	H	~	-	+	+	+	+	-	-		H	H	K	+	+	+	1	1	+	+	+	1	1	1	1	1	1	1	1	1	1	L	1	L	L	Ĺ							ľ		SI	юр	s/F	etail
H	+	+	+	+	+	Н	-	H	+	+	+	H	-	-	+	+	+	+	+	-	-	H	H	L	-	1	1	1	1	1	1	<	-	1	1	1	1	1	1	1	1	L	L	L		~		^			J	<				Sc	lar	pa	nels on comm blds .
2 :	1	2 2	2 2	2 2	2	Z	Y	Z	12	-	2	~	Z	Z	2	12	-	1	2			_	_	L	-		1	1	1	1		1	1	1	L	L	L	L	Ľ		L	L		_							T	T	T	I	1	L	her		- 7
4	+	+	+	1	-	_		L	1	1	1		Ц	L	L	L	1	1	1					L	Ĺ	Ĺ	1	ľ	ľ	ľ		2 2	12	2	12		2	Z	1	Z	Z	Z	Z	Z	Z	Z	Z	~	2	2 2	2 2	2	2	Z	Z	T			
≺ -	1	1	1	1	1			L		L							-			-	Name and Address of the Owner, where	-					ľ	-				I	I				Γ		Г			Г			П		1	+	+	+	1	$\dagger$	t	H	-	Γ			eve-ment needed?
1	ľ	ľ	1	ľ	<	1	1	~	ľ	ľ	Ī	1	<	<	1	1	F	F	1	< -	<	<	<	4	<	~	1	~	1	1	k	1	1	1	1	1	1	~	7	1	~	-	<	V	~	7	1	<u> </u>	1	1	1	L	L	L	L	Co	mn	ten	ts
-																1	1	1	1	- 8	- 8	- 3	- 7		3		ŧ	:	1		1	1	1	1	1					1				1	-1	-1	- 1	1	7	1	1	1	1	١<	<				

< -

	125	124	129	122	121	120	115	118			I	112					1	109	108	107	106	105	109	10	ŀ	1	3		١	υp	9	9	S	00	T	i.	T.	Ţ,	Ţ	T	T	T	J	J	J		_	7						7								Γ	Γ	Г	Τ	Т	Τ	T	Т	T	7	Γ
	Г	Τ	Τ	Τ	Τ	Γ	Τ	Γ	T	Ť			Ĭ							Г	Γ	Γ	Ť	Τ	T	T	T	T	1					Γ	Γ	Г	Γ	T	l		I	3 8	1	7	2 4	8	83	2	80	79	78	77	76	75	7.6	73	72	71	70	69	68	67	66	S	64	53	62	2	90	3 3		20
	3	2	-	0	000	00	Ī	8	C	i iu	Ī	1	10		20 1	Δ	8	25	9	29	ô	18	35	2	α	9 6	+	-13	ă	42	w	7	20	12	8	19	12	25	52	8	5	+	1	10	2 6		74	3	65	29		13	2		26	8	38	29	27	00	30	19	6	15	30	15	N	2	23	b	ô	121
	ω								L	I	İ	I	İ	Ĭ.		İ	1		ω				İ	T	T	t	t	†	1	1					H	H	H	t	H	H	t	t	$\dagger$	+	$\dagger$	+	+	+	+	+	+	1	+	+	+	+	+	+	-	-	-				H		L	2	ŀ	+	+	_
	22	2			ω		H	2	L	4	2	-		,	١,	+	-	Δ	2			2		3		L	_	, ,					4	4							_		İ	İ	İ	İ	İ	1		1	Ť,	7	1	T	1	+	†	+	1	2		2	1		2				-	-	$\dagger$	_
	Ow	Ow	1 Rer	2 Ow	QW	2 0w	2 Qw	οw	2 0 <sub>Y</sub>	ο <sub>ν</sub>	Ov	Q	ō.	Ş	1 8	, ,	2 9	2 9	٥	200	2	o	20	Re	20	20	0	0 0	,	1		2	0	0	<b>,.</b> .	20	10	20	20	<u>,,,</u>	20	200	20	20	2				٠,	٠,	,	I		ļ	٠,		3 ,	٠,	2	ļ	_					2	-		Г	Ĩ	Ĭ	2
	ned	ned !	ted	ned	Den	Deg.	pan	ned	ned	ned	'ned	/ned	/ned	/ned	nted	Dally	100		oned.	vned.	vned	vned	vned	nted	wned	Wned	Whed	vned	Daile	2 1	Thorac and the same of the sam	nted	wned	wned		wned	wned	wned	wned	wned	ENTED	wned	wned	wned	wned	Wned	wnea	Wiled	WIGH	WI GO	Singu	onto d	Sellan Sellan	Dallac	N N N	OBUMC	DALIAN		Owned	Dwnad	Dwnad	Dwned	Owned	Owned	Owned	Owned	Owned	Owned	Ownec	Owner	OWITER	Dwnec
				~	-	4	1	<		7	7							1	1	_								I	I	I	I	I	I		<							Г	T	T	T	T	Ť	T	T	Ť	t	1	T	t	1	Ť	t	t	†	t	†	†	†	†	1	1	1					-
	1 1	_ 1	+	1	<	<						~	Ĺ	L	L	L	L	1	1			1				_	L	Ľ			1	1		1					~	<	~	<	<	<	<	~	1	I		T	T	T	T	r	T	1	T	Ť	Ť	T	t	1	t	<	1	<	1	1			H	-
	H	z	+	+	+	+	< -	<	-	-		~	L	~	L	L	ŀ	-	1	1		+	4				L	L	L	1	1	1	1	1	1					_	1				<	L	_		L	L			I	I	ľ	I	1	ľ	1		Ī	Ť		Ť	<	<	1	1			~	<
	≺ :	2 -	<	+	+	1	+	<	<	+	<	~	~	~		L	-	k	╬	+	+	+	-	<	-	~		L	L	l	ŀ	Ļ	<	+	1	1		<	\ \	1	_		4		L	L	L	L	L	L	L	L	L	L	L	L	L		ľ		I	I		ľ	1	I						-
	7	2	$\dagger$	†	-	1	$\dagger$	+	<	+	-	~	-		H	H	H	H	╀	+	┝	1	+	+	-	<	~	H	H	ŀ	ŀ	-	-	+	+	+	+	+	+	+	1	-	~				L	Ĺ	\  -<	L	L	L	L		L	L		L	L	L	ľ		L	1	1	1	1		1			
	H	2	t	f	1	t	t	t	1	+	1	1	1				H	H	t	t	t	+	$\dagger$	+	+	+	1		H	H	H	k	╀	+	+	+	+	+	+	+	+	-	-			H			H	L	L	L	L	L	L		L	L	-	L	L	L	F	1	1	1	1	1	1		<u> </u>	
	IT	2	1	F	t	Ť	1	1	=	Ť	2	2	2	Z		Z		<	Z	1	Z	t	t	+	$\dagger$	1	2	z		Z	H	t	t	+	+	2	+	+	< -	-	-	-	z	z	+	Н	~		H	<	~	L		~	~	~		L	H	\ <		H	Z		12	1	12		1	1	7	-
	H	+	+	37	+	+	+	+	107	-	-	2	+	1	+	+		H	H	H	H	-	+	+	+	+	+	4		L	H	3,	3	1	+	+	+	+	1	1	1	1	1	1	1	4				L		L	Ц		L	Ц			L	L	L	L	L			L	L	L	1			-
	2	-	+	+	12	-	-	-	+	t	+	÷	2 !	2	+	٩		2	2	-	2	1	+	+	+	٠,	4	4	1	1-1	1-2	Ľ	Ľ	-		+	+	-	-	1	1.	4	٠,	4		12	2	12	N	1	N	Ť	1-3	2	ĮΔ	ഥ	12	<u></u>	22	2	22	_	N	2	L	37		¥	- 1	, ,	2	
		I	T	L	L		<	l	f		1	1	+	+	+	1	<	~	-	-	H	H	H	+	+	+	<	<	1	-		×	1	-	H	H	+	+	+	+	F	-	+	+	+	+	+	+	-	Н	<	٧		<	4	-		_	Ĺ	Н	4	-		~	1	<	L	1	1		1	
	4	L	_	<	ľ		L	L	ľ	I	I	I	I	I		1					<		İ	İ	İ	İ	1	1						r	t	t	t	t	t	t	t	t	$\dagger$	$\dagger$	$\dagger$	$\dagger$	+	+	1		<		1	1	1	1	+	-	~	-			~	H	H	H	H	H	H	1		
	H	H		L	L		L	L	ŀ	H	-	1	1	+	+	4	4	4				Y :	L	L	L	1	ļ	1	1								L	I	L			I	Ī	İ	İ	I					1	1	1	1	1	1	1	1	1							<	H	H	H	t	1	
				H	-		H	-	H	ŀ	H	ł	+	+	+	+	+	+	-	-		_	L	H	F	ŀ	ļ	+	+	4	-					L	L	L	L	L	L	ļ	1	l	1	1	1	1	1	1			1	1		1	1	1												l	1	
				Н					H	H	H	t	t	t	$\dagger$	$\dagger$	+	+	1	1	+		H	H	H	H	t	+	+	+	+	-	-		H	H	H	H	L	H	H	ŀ	+	+	+	+	+	+	+	+	+	4	+	+	1	1	1	1		1	1	-	_	_					L	L	1	
		RET					-	RET					İ	İ	Ē		1		P.		1			RET	RET	t	t	E		1	7	1	1		Н	RET	RET	RET	RET		H	H	E	RE	R			1 2			+	+	126		0 2	200	2	+	+	+	+	8	+	-	-	-				L	-	
	~ ~			~	<	~		_	4	Y	Y	1	L	L	1			I	1					2		L	L	I	I	I	I	1										r		T	T	T	1	1	1	1	t	†			Ť	1	†	<	+	< -	7	7	$\dagger$	+	+	+	1	+		~	-	
	+	+	+	+	+	+	~	-	~	Н	4		L	H	+	F	L		<	+	1	1				Ĺ	L	L	1	1				1		_	_				٧		L	L	L	L	L	I	I	Ī			I	I	Ī	İ	ľ	1	1	1	7	Ť	1	<	7	<	1	~	<	٧		
	+	+	+	+	+	+	+	1	-					H	H	H	ł	+	+	+	<	+	-			H	<	H	ŀ	+	+	+	+	+	+	+	4	-	-	-			L	L	L	L	1	L	1	1				L	ļ	ļ			ľ		I	I	I	I	I				<	٧		
	$\parallel$	1	†	†	†	†	1	1	1	1				H	l	l	t	t	t	$\dagger$	$\dagger$	+	1	1	+			l	H	+	ł	+	+	+	+	+	+	+	+	+	+	Н	H		H	H	H	ŀ	ŀ	+	F	1	-	ŀ	ŀ	L	ļ	F	1	1	1			1	1	1		1	1			
	*	I	I	I	I	I	I	1		<			~				Ī	İ	T	Ì	Ť	t	1	1	1	<			r	t	t	t	t	†	$\dagger$	+	1	+	+	+	+						H	H	H	-	H	t	H	H	+	H	$\vdash$	╀	+	+	+	ł	+	+	+	+	+	+	+	-		
	2 <	+	1	2 2	1		1	1	<	<	7	2					L			ㅗ		I								I	I	I	I	Ī	İ	1		1	1,	,	1	1						F	l	l	H	t	t	H	H	H	H	H	t	t	t	t	t	t	+	+	+	+	+	+		
	$\coprod$	1	1	1	1	1	1	1	1	1								Ĺ	L	Ľ						2	Z				ľ	ľ		ľ			-	1	2 7	2	Z	<	~	Z		٧			Z	Z	Z	~	<		T		<	Z	<	Z	T	12	2	2	1	t	1	1	2	2		
					L		1		1	1							L	L	L	L	L		1	1								I			T	T	T	T	T	T	1	1	1		1							r						H	H	r	t	t	t	t	t	t	t	t	t	1		
	Ш		L	L	L			L	l								~		_	_	2	N			-		<	<	٧	~	~	~	~	1	1	1	Ī	T		1		1	<	<	2	~		~	~	<	~	z		~	4		~	~	~	<	H	~	<	1	2	t	2	t	+	1		
	Ш	L	ľ	ľ	L	L		L	1	L	1						~				~	Ī	ľ	1		T	1	<	٧	<			T	1	T	F	t	1	F	t	1	< -	<	<	1	1	7	<	~		7			~	~		-		~	~	~	~	<	H	~	+	H	-	+	1		
		L	L	L							1	1	ľ		1	<b>\</b>							ľ		ľ	<	Ī	<			~	~		~	T	T	1	1	F	T	F	<	Ť	<	<	<	1	1	1	~				<	1	1	<		_	4				H	H	H	H	H	ł	-		
	Ш	L				L	L		L		l	1		1									L	L	I	ľ		T		~				Γ	1	~	T	T	T	r	T	T	ŀ	<	1	1	1	<	7	~	<		1	<	~	<	<	<		٧	~	~		~	<	~	<	H	H	-		
		L						L	ľ			ľ	1	1					۲		٧		ľ	~	L	l			<				٧	<	~	Ī	<	~	<	~	~	F	1	<	<	†	†	1	1	<	1	<	1	1	<	+	1	<	<	~	<	<	<	~	H	~	~	H	H	l		
								L	L	L	L	L	L	ľ		1	1								ľ			I								<		T	Γ	Г	T	T	T	Ť	T	Ť	T	†	1	<	1	1	1	†	†	†	1	1	1	1	1	<	-	1		<			H			
								~	L	L		L	L	L	1	1	1	1					L	L	L	L												Γ		~	1	T	r	1	r	1	T	T	T	1	1	1	T	t	1	t	t	†	+	1	+	1	1	<					-			
						4			L			L	L	L	ľ		1	1		_		<	L			ľ														~	<	Ī	Ī	T	r		T	T	Ť	1	T	1	1	t	1	t	t	t	1	†	†	1	+	<	1	1	<					
			4	V			1	Į	-		L	L		L	L	1	1	1								L			I	I	I									~	٧	r		T	1	T	Ť	T	t	T	t	†	t	T	T	t	+	1	+	<	+	+	+	+	+	+	+					
Z Z < Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z		-							_		L	L	L	ľ	ľ	L	1	1					٧		۲		~		ſ	1	T	1	<		~	<	<					Γ	T	T	T	T	1	T	F	1	T	t	t	F	-	1	+	1	1	+	+	+	+	+	-	<	+	+	-			
	$\parallel$	1	1	1	1		1		_			H	L	L	L	Ĺ		I	1	-	1						L	L	ľ				I							<	<					Ī	T	T	T	Ť	T	1	1	T	t	T	r	1	†	+	t	t	†	+	+	+	+	1	-			
	2 2	< -	2	1	2 .	7	2		4		Į		7	L			L	L	1	1		1							L		ſ	I		J	J												T		T	T	T	T	T	T	T	I	T		t	+	t	+	t	1	+	+	+	1	-			
	$\prod$	1	1	1	1	1	1	1					_		2	Ľ	ľ	1	ľ	- 2		1	2	<	Z	2	Z	Z	Z	2	2	1	2	2 2	2	Z	2	Z	Z	<	Z	Z	Z	Z	٧	Z	Z	Z	Z	Z	Z	ľ	Z	Z	Z	2	Z	Z	2	1	12	+	12	2 2	2 2	2 2	2 2	2 ;	2			
				1			1																	-									T	T	T	T	T	1	1	T	1									l		T		H	H		H	-	f	l	$\dagger$	+	$\dagger$	$\dagger$	$\dagger$	+	$\dagger$	+	-			
									1	1	<	1	<b>V</b>	Y	٧	4	Z	~	ľ	Y	T	T	<	< -	<	7	<b>V</b>	Υ	4	<	~	r	t	1	1	<	1	1	<	4	z i	<	<	~	<	7	<	Y	<	1	~	4	<	4	4	4	~	~	~	~	1	1	-	1	-	1	-	4	<			

			190		-	1	1		1		T	T	7		178		Г	Γ	Г	Γ	172	Τ	Τ	Τ	100	140	167	166	165	164	163	162	161	160	159	158	157	156	155	154	153	152	151	150	149	148	147	146	145	144	1444	3 1	140	4.39	140	120/	130	135	134	138	132	131	130	129	128	127	150
40	6 2	19	0.5	34 2	20	0 0	1	3 2	1	6	45	36	20	18	00	60	100	36	19	15	18	5	41	-	C.		7	28	41	-	40 2	6	17	47	30	0.1	18	30	59	80	65	0,1	10	15	0.1	23	18	27	45	30	0.0	2 2	2 6	20	14	0.7	1	0.7	-	20	10	38	12	30	28	22	1
		2		1	1	I	Ŧ	-	,	1	7	T	y.	1	-								F	L	ľ	İ	1	1			11		2					1				1			2		1	1	1	K	+	+	1	t	l	-		L	L	L	ω		1-1				2
2 R	2 0	2 0	0 0	,	1	, ,	T	T	T	1	,	T	1	7	7	2	2	2 0	2	2	B	12	2	2	_	,	+	,				6		2	2	П	٦	T	2	11	,	2 2	2	Т	T	ы	2	3 4	3 6	- U	2	2	-	1	2	4	з	N	N	2	22	2	2	11	בו	2	2
2 Rented	wned	wned	whed	Wiled	Denwi	Denwi	Whed	Deum	Daume	ANTIGO	DAUM	Wiled	The same	non de	Donwo	Junea	Dwned	Dwned	Owned	Owned	Owned	Rented	Owned	Owned	Owned	Owned	DWITED			Owned	Owned	Owned	Rented	Danwo	Owned	Owned	Owned	Dwnad	Ranted	Owned	Rented	Owned	Owned	Owned	Rented	Rented	Owned	OWNed	Owned	Owned	Owned	Rented	Owned	Owned	Owned	Owned	Owned	Owned	RENTED		Owned	Owned	Owned	Owned	RENTED	Owned	Owned
¥	+	+	< -	+	+		H	H	-	l	+	ŀ	+	+	1	<	-	1	-	~		4	L		L		-	+	-	-	-	-		<		1	<		<		<			< -		1	ľ	4				×	Į,	۲					Υ					1		7	_
	_	<		~	L	<				Y	+	t	t	1	<	+	1	+	-	<	٧	-	~		H	<	ŀ	H	t	+	+	+	+	+	<	+	<	< -	< -	<	+	<	+	+	<	+	+	~	-	-	~				γ		Y	7	_		~	~	<	+	~	+	_
Ш	< <	1	K	L	L	~	~		L	~		~		I		I		1		<	< <					_	\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\			Ī			<	1	<	$\perp$	< -			ļ	L		1	‡		1	ľ		~	L							<					<	1		<	<	-
-	<	+	ł	H	٧	H	<		-		H	H	H	-	+	ŀ	<	+	1	<	-	-	-	-	~	L	~		-	ł	-			+		-		1	+	F	1	-	1		-	ļ	1	-	_	_		_	~		< -	4	<b>~</b>	1	×	<	<		-	ľ	<	<	< <
	1		Z	Į			Υ	Y			2		z	ľ		İ	İ		1		1	1			~				İ	İ	İ		İ	ľ	1	<		t	l	t		$\mid$	t	1	+	t			H			-		1	1		+	+	+	+	<	+	+	+	+	+	<
Ш	1	ľ				3+		)	_		_		L	L		L	ļ				<b>\</b>	2				Z		_	2	2			2	2	L	2 2		2	~	Z	2	Z		I	Z		Z	2	٧	2	٧	Z		2	<	Z	ľ	2	<	Ī	<	2 -	< 2	1	Ť	ľ	N
0 4	+	2	N	11	2	+	22	2	2	<b>1-2</b>	ы	ы	3+	-	0	2	1		_	,	-	4	4	,	4		2	1-		3+	+	2	-	2	3+	2	2	2	2		2	2	-	2	,,	,	2	υ+	2	2		-		١,	,	φ.	3 t	١,			2	4	2	ļ		, 1	J
	~	<	γ	٧		<	<	<			~		٧	~			\ \ \	L	ľ	L	-	1	İ	<	<			~		~	L	L	t		<	l	<	~	<				L		4				~		<	<	<	+	+	1	< -	< -	<		4		+	+	+	F	1
$\parallel$	H		H	<	+	+	+	+	1	-		٧			-	L	~	L	ľ		H	ł	+	+	+	+	-			H	~	_		L	L	<	H		~											Ī	<	1	1	1	I	1	1	ļ	1	1	1		I	1	1	Y	1
H				1	1	1	1	1	1					Y			7	L		İ	ļ	ļ	1	1	1	1					Y																		1	1	1	1	1	1	1	ŀ	<	$\frac{1}{2}$	$\perp$	$\mid$	1				-	H	-
				1	1	1	1	1	1			1					~		H		ŀ	ŀ	-	$\dagger$	+	+	+	-				L									~							+	+	+	+	ł	+	+	ŀ	ľ		+	H	ŀ	ŀ			L	L		-
RET		H	+	<	RET V	<	+	<-	< -	<	<	+	~		RET				Y	RET		RET	I	I	120	1 1	V 738		RET	RET Y			RET		z				z	RET	RET Y	RETY				RET	Æ	R T	<	1				RET	1			1							RET		Actionmentology
~	Υ	٧	<	<	Ī	< -	<	< -		İ	<	<	<	< /		<	γ		γ γ	<	<		~	ľ	t	ŀ	1		1	<	4	٧			~	<	~	<	<		~	1	~	4	<	~	+	+	+	<	1	ľ	~	H	<	~	~	<	1	~	7	<	Z	γ	~	~	
			+	1	+	ł	-	1	ł	1	<	1	1	1	1	-			_	_	L	H	ŀ	_		+	+	+	$\perp$	< <	-		-	-	-	<		<	<b>~</b>	1	1	1	1	1	<		1	1	Ī	<	1		L	L		~		~			<				~	٧	
		1	1	1		ľ			İ	1	#	İ	1	1	1									L			1		1						1			1	1	1	1	1	1				+	+	$\frac{1}{1}$	$\dagger$	$\vdash$	-	l	l	l								1				
	1	+	+	ł	-	H	$\vdash$	H	F	ł	+	+	+	+	+	1	-	1	-	-			H	-	L	H	-	+	+		+	1	+	+	+	1	+	+	+	+	+	+	+	+	+	-	+	-	ľ		L		~							٧			1		~		
2	2	I	ľ	_	2	2	Z			2		2	Ī	<	İ	İ	<		2	Z			2	~		~	T	İ	ŀ	< 2	2	1	1	Ť	<	2 ;	2	1	< 2	2 2	2 -	< 2	2	f	< 2	2	$\dagger$	Z	+	Z	z	4	4		Υ	Z		Z	~	~	Z	Z	< .	2	~	<	
< 2 -	< -	< 2	2 <	Y	4	4	~	L	L	~	×	1	-	-	-	-	< -	< -	<	-	-	~		Υ.		~	~	2		1	< -		I	1	I		2 -							< <		1																		1			
< -	<-	<	<	~	<		~	~	H	~	H	H	\  ~	-	+	+	+	+	<	+	+	<	~	<		L	L	L		-		+	<	-	1		< -		l		L					-	1	L		4							٧ ٧		< <		<	< :	2 -		<  -		
~	t		~	<	<	<	٧	γ	٧	<	<	~	H	ł	l	ł	ł	t	ł	<	<	+	<	-	-		L	~	-	ľ	+	ł	+	ŀ	-	1	<	H	+	+	K	+	ŀ		+	+	H	L	~		4	-				4			<	1	1	+	-	<			
< < <			~		Y						Y			1	~	1		ľ		I	Ī	<	<	<b>V</b>				L	1	L	ľ	l	İ			L	1				İ		~		<		L			٧.	<	1	1	1	<	<	<	1	<	< -	<	< -	1	+	< -	<	
-<	L	-			~		-	-			~		<			L	-		l	+	+	-	<		-					_				l	ľ		Y			×	L	_	~		_	_		۲		Y	<	<	<	<	1	< ·	1	1	<			I			<		
<	-	l		_	4	1	1	1	-					H	l	H	ŀ	H	l	+	1	ł	< -	<	+							H	H	H	~	<	H		H	H	<	ŀ	<	H	L	H			<	-	+	+	+	<	+	$\perp$	<	+	+	ļ	-	+			+	-	
<	I				<	<						<						İ			İ	İ	1	İ	<				٧						<	<			<									~		+	$\dagger$	+	+	t	$\dagger$	+	1	t	-	t	t	ł	$\vdash$	<	-	-	
<   <	~		Н	<	$\perp$		<	< -	<	-	-	_	~		٧		L	4	4	Principle Sections	-	-	+	+	-	<	-		~		L	~	L	~	~	_	L		Y	γ	Y		٧			Y	Ш	7	1	Y	1			I	I			L	I	\ \			7				
ε .	~		H	1	<	-	+	+	+	-	1	-	-	<			-	-				-	-	-	-	+	-	-				-	<		Y		~			H			Υ	H		٧		-	+	$\perp$	<	1	1	+	H		L	-	L	l	ľ			× ×		The second second second	
2 2 2	7	2	7																	Ė					1																							1	-	$\dagger$	t	-		-		+	t	-	H					-	H		
- 6-			1	-	1	1	-	1	1	-	1	2	4	-		4		2	2	Z	Z	2	2	Z	12	-		2	Z	Z		Z	Z	z	Z	Z	Z	Z	Z	Z	2	Z		2	2	<	2	2 2	2 -	< z		2	Z	Z	Z	~	Z	z	Z	Z	z	z	2	Z	Z		
< <	γ	~	< -	< -			-	+	+	-	< -	< -	< -	<	<	<	<	~	~	<	4	<	\ \	<	1	-	-	< -	<	<	<	<	~	<	<	4	~	< .	<	<	<	< -	<	7	<	<	<	< -	< -	< -<	~	~	~	4	~	~	Z	4	4	Y	٧	У	~	7	Y		
Ш	Ш		1	1	_	1	1	-	1	1	_	1	1	_	_	-					L				L	1	1	1	1																1		1	1			L	L	L							П				-			

		>	>	>	>	>-	>		>	>	>	>	>	>	I	,	> Z	2	2 ,	- >	- >	>	. >	>	>	>	>	>	>	>	>	>	<u>,</u>	- >		>	>	> >	]	>	\ >	>	>	>	>	J.	Ţ	T	_						
	-	-	-	-	-									1	-	-	1	1	1	1	-					L					1	1	$\int$	I			1	I	I	I						Í	Í	Í	Ī					_	
		z :	Z	2	z	Z	Z	+	Z	-	>	z	>	>	-	2	<u> </u>	- 2	2 2	>	z	z	z	z	z	z	z	Z	Z	z	Z	2	2 2	z	2	>	2	2 2	2 2	2	z	z	Z	2	2	2 2		-	>	>	>-	Z	Z	z	Z
	$\perp$	$\dagger$	+	1	2	1	1	1	1		-		-	H	l	+	+	H	t	H	H	H			>				+	+	+	+	+	l		>	+	+	+	+			+	+	+	>	╀	ŀ				+	+	1	_
	2	1	,		],	>		1		i	>		^	>	>	>	T	l	T	>				>				1	1	+	+	$\dagger$	>		Н	+	1	t	>	H			+	+	>	>	H		-		-	+	+	+	+
		I	>	I	I	Į,	1	I	I						>				>												T	ľ	1			1	-	>	T	>		>	>			Ì	>	>		>	>	Ť	+	≥ :	_
	L	ļ	-	ļ	1	1	1	1		_	-					L		L	L	>		>-					1	>		_	I	I		>						>			,	1	T	>				1	1	†	†	†	1
	F	H	>	╀	+	+	+	+	+	1	+	1	>				Н	L	>-			-	-	>	1	1	1	1	1	1	ļ	L		Ц	_		_					1	,	L								I	I	I	1
	-		H	H	ł	+	+	>	+	ŀ	>	+	+	>	-		>		H		-	+	+	+	+	>	+	+	1	+	ŀ	>			+	>	-			>	-	4	+	>	L	>	>		1	>	> 2	+	ļ	1	1
	r	>	>	H		>	+		>	+	1	>	>	+	1	>-					>	>	+	>	>	+	-	-	+	+	H	>	Н	>	+	>	╀	H		H	+	-	- >	ŀ	>		>-	+	> :	<u>- </u> ;	- >	-	- >	- >	+
	>	<u>&gt;</u>	>		ľ	>	T	ľ	T	T	Ť	7		>	1	>			>	1	1	7	<u>≻ </u> :	<u>}</u>	7	1	< 2		1	>			>-	>	+	>	H		>-	>	+	+	- >	>			>	>	+	+	1	- >	+	H	ł
	>		>		>	>		>	>			,					>	>		>	,	1	,	,	,				ĺ	>	-	>	>	1	,	<u>`</u>		>	>		1	-   >	>	>	<i>&gt;</i>	>	1	1	1	-	1	>	>	>	1
	z	>-	>		>	>	>	Z	>	>		- >			2	>	> :	>	>	>	_			- 2	2 >	,		. 2	>	>	>-	z		> =	2,	Z	>	>	>	,			Z	Z	, ,	J	J			ĺ	ĺ	Ĺ		ĺ	t
							L	L	L	L	L	1	1	1	1	1		1	_		$\int$	I	$\prod$	ſ	ſ	ſ		ſ						I	I					Í	Í	Í		Ī			1	Ť	ľ	ľ	ľ	Ž	>	>	^
	z	z	z	>	Z	z	z	z	>-	>	-	>	-	1	1	,	1	1	z :	1		2	-	N.	2	N	No	Yes	2	S S		Yes	,es	2 2	N N	z	>		2	2 2	>	Z	Z	2	2	2		Į,	,	z	z	z	z	z	2
and the second	+	-	-	+	+	H	_			H	-	-	-	+	+	+	-	+	+	+	+	-	+	-	H			-	-	>	-	>	+	+	+			+	+	+	1	L	Н		-	1	-	1		F		П			L
	1	1	1	1	_						L	^	>	T	$\dagger$	T	T	İ	1	T	t	t	t	l	>	H	r				1	>	$\dagger$	+	H	Н	>	+	+	+	H	>	>	1	>	-	- >	+	>	$\vdash$	Н	H	>		L
	+	4	+	4	-	>		>			L	L	L	L	L	1	1	I	I	I	I	I	L		>							1	I	I	L		1	İ	İ	İ	L			1	1	Ì	İ	İ							
-	1		+	+	+	>	-		+		>	H	L	+	+	H	+	+	+	ł	H	>	H	H	L	-	-			-	+	+	>	-			+	+	+	>	L	H	-	+	1	+	Ļ	>	L				_	1	_
ľ	1	ļ	1	Ĭ		1		2	1		_		^	^		>		ľ				>		z	z	z	> z	>	<u>≻</u> ≻	>	2 ;	-   >	- >	2	>	>-	>	>	>	>	>	>-	> uuo	> :  -	+	+	H	>			2	>	>	7	>
ŀ	+	+	+	+	+	+	+	1	RET	-	RET	RET	-	L	L	H	RET	L	ŀ	RET	RET	L	RET		>						Ţ	I	I			1	For		I	L			Y - Avonm	> 2 V 2	-	T			ĺ			1	1	1	
l	t	t	t	$\dagger$	$\dagger$	$\dagger$	+	+	$\dagger$	1			-	-		H	H	H	t	H			H				-	+	+	+	+	+	H		>-	+	+	+	H		Н	$\dashv$	+	+	+	H		H		-	+	+	+	+	-
F	Ţ	I	I	I	I	I	1	1	1	1																		1		1	İ	İ	İ		>	1	İ	L	L				1	1	T	l				1	$\dagger$	$\dagger$	$\dagger$	$\dagger$	-
-	+	ŀ	H	+	+	+	+	+	+	+	+	-	-			>		H				-		-	+	-	1	-	+	+	+	1	-	Н	>	1	+						I	I	F					1	1	Ţ	Ī	Ţ	
>				İ	ľ	1	,	1	İ	1		1				>-			>			<u>&gt;</u> >		> >	,		,	Ť	+	$\pm$	t	>	>	>	>	<b>&gt;</b>	+	_	_		1	$\dagger$	+	-	H			-	+	+	>	>	- >	ł	+
F	2	2	L	2 <	-	2 10	-	1	<b>9</b> -	1	4	r-1	-	+1		2	2	τí		2	2	2	2		r-1 (	7	7 1	7	1	10	2	2	>-	7	>	2 2		Ĺ		2	7		Í	Ĺ		>		>	1	1	1	İ	İ	İ	1
÷	$\vdash$	H	ŧ	H	H	+	100	+	+	ł	+	+	÷	+	+				ж	4	+	+		ŧ	+	+	+	- 1	b	1			÷		1	1	-				- 1	*	d		2	^	÷	1	*	<u> </u>	1	7 7	1	1	1
H			L	L	L	z	-	H	z	1	1	+	+	Z	>	4	2	4	Ц	4	2	Z	+	1	2 :	2 2	-	1	-	1	>	>	z	1	1	-	>	>		1		-	z	L	z			2	1	2	L	L	L	L	-
>	-	>	H	-	>	-	-	-	-	-	+	1	+	+	+	+	+	-	+	-	+	+	+	+	+	+	+	-	H	-	>	H	Н	+	1	- 2	H	$\mathbb{H}$	-	+	+	+	+		Ц		+	1	+	+	1	-	L	-	-
>		>			<u>&gt;</u> >	>	r		>	-	1,	$\dagger$	1	1	+	1	1	1	1	1	1	1	+	1	1	ľ	-	+	l	-	>	H	-	1	->	Z		>	>	+	1	+		H		+	+	-	+	>	+	>	>	H	-
>								>	>		ľ	ļ	ļ		1	1	1	1		ļ	Ĭ	,	,	Í	ļ	I	/>	Í		>				1	ľ	z	П	1	1		,	>		<u>&gt;</u> >	<u>&gt;</u>	+	1	> >		>	>	>	>		F
Ц	>-	-	_					L		L	1	1	,		+	+	1	+	+	1	+	1	1	F	>	-		>	L	>		>-	>	I	I	2	П	1	1	I	I	I		>	>	1	1	I	I	I	>			>	
	-	+	1				H	>	>	H	H	>	-	>	+	+	+	+	> :	+	+	+	+	H	H	H	>	>	H		-	+	+	+	+	z	>-	+	-	+	+	H	H	>	-	-	,	+	>	-	>	>-	>	>	_
Owned	ned	Owned	1	ned	pau	ned	pau	> pau	ned	ted	ted	Jed	100	100		200	2 2	100	2	200	3 6	Po	pe	00	pe	60	90	> 00	90	pe	pa	90	8 1	0 0	pa	2	D a	8 7	0 7	200	1	0	8	pa	8	9 7	> 2	- 0	D	2	g	20	ņ	· p	L
ð	0 2	ð	-	2 Owned	ð	ð	ŏ	2 Owl	2 Ow	2 Ren	2 Ren	ŏ	-	1 1	10	W C	3 6	1 1	Cwhed	7 C		2 Own	1000	ŏ	Owned	OWI	OWO	1 Own	Own	Owned	OWA	1 Owned	ð d	Owned	ŏ	Owned	2 0 0 0	Owned	Kent	Cowne	o o	Owned	Owned	Own	Own	Š c	O	Owned	Own	Owned	Owned	Owned	Own	1 Owne	_
6	1	7	1	2	2	2	2					1	ŀ	1	1	1		_	1	$\dagger$	2	1_	1_	L	2	**1		9-1	u-1	rt	-	1	1	1	2	7	-	40	2 0	4 77	m	П	<del>v 1</del>	-	+	* 0	0	+	2	H	2	2	2	+	_
1	1	1	1	-	2		4	-	4				Ĺ	F	F	F	F	F	F	F	F		F	11	L	1			17	1	-	1	I	I	2 2		1	+	1	1	н	11		1	1	ľ	1				1	2	1	1	_
22	OF C	7	-	30	9	1.5	97	33	0.5	0,3	0.2	49	40	34	7	23	3 8	3	76	37	0,2	29	31	1 :	1	2		17	46	16	77	2 2	+	33	8 1	37			4 6	1	19	19	ths				16	18	18	2		249 7 2	위	15	-
7 1	۱,	1	Ļ	1		_	Ţ	_	_	┙	Ц	Ц	Ļ	L	L	L	L	L	L	L	L	L							- 1	-	I	1			П	-	1	-		1			Ē		۶ E		1		П		-	-			1

# HOUSING

Could do with nice (probably small) "retirement complex"

Mixture

2-3 bed at Horseworld and bungalows & 4 bed by Church Lane Area 172

None

198

Mixture

204

Mixed incl 3 bed 205

Affordable 2 bed housing, for local first time buyers, affordable but not shared ownership

I don't think there should be an increase whatsoever

231

206

## **DOWNSIZING**

# **UPSIZING**

**BUNGALOW OR 3 BED** 1 4 bed 27 2bed 25 4/5 bed 38 Bungalow 26 Pte/rented 3 bed 77 2 bed 48 4-5 bed 118 Bungalow 49 5 bed 132 Bungalow 55 3 bed 138 Bungalow 58 3 bed 205 Bungalow 72 4 BED 233 Bungalow 73 4 Bed 237 Bungalow 78 Bungalow/apartment (Coach House) 81 1 bed bungalow with garden 2 bed 88 Bungalow 89 Bungalow 106 Bungalow 108 Bungalow 120 Bungalow 121 Bungalow 130 Affordable for young families 134 Bungalow 142 2Bed, Bungalow detached – Too many large detached already 144

Bungalow 173 2 bedroom 180 Bungalow 188

Bungalow/2 bedroom 193

4 bedroom 204 Bungalow 208 Bungalow 232

2 Bedroom and affordable 251

Smaller homes for Grandparents 249

# **AREAS OF EMPLOYMENT**

Corsham	17	
<b>Bristol Central</b>	19	
Hanham	21	
Bristol Centre & F	lanham 2	3
City Centre	35	
All over South We	est 3	9
Avonmouth 46		
Yate 46		
From Home	47	
City Centre & Hor	ne 61	1.
Bristol Central	68	_
University of Brist		
Bristol Central	95	
Whitchurch	100	
Avonmouth	109	
Whitchurch Village		
South West	113	
Whitchurch	115	
Temple Quay	118	
Swindon	124	
National	129	
Nationwide	132	
Bristol Central	133	
Cheltenham Strou		135
Bristol SE	139	
Bristol City Centre		
Whitchurch	143	
Central Bristol	144	
Anywhere	149	
Countrywide	150	
Bristol Central	157	
Swindon	158	
Whitchurch Village		
Aberdeen	168	
Work from home	174	
All areas around Bri	istol 175	
Sometimes Weston	Super Mare	179
Filton 181		
Nationwide 182		
Portsmouth 184		
Southwest 189		
Bristol Central 192		
South England	196	
Whitchurch 206		
All areas 207		
Bristol Central	248	

# **BUS SERVICE**

376 +379 – standing room only at peak times. More buses required There is currently only 1 service running through the village. If we catch bus, we have to walk from Stockwood. Bus to southmead would take 1 ¾ hours Take too long as limited destinations from the village 17 No local bus for Whitchurch Only a country bus service on our doorstep and I work shifts where the bus timetable in inadequate 22 No buses to Lulsgate or Cribbs Causeway Infrequent / expensive 24 No direct bus to Keynsham (not high st) Saltford-not frequent enough 27 Bus service inappropriate because of the work I do – Plumber No buses to near my workplace 35 No direct link to Keynsham/Hartcliffe at appropriate times 44 Inadequate due to frequency & timings of buses More buses 48 More day transport to shops & clinic 48 No local buses – village to Bristol has only "through" country buses 49 There is only an option of the 376/379 which do not run frequently enough 50 Although we are retired we have only one service every 30 mins which is always full at peak times so even leisure trips by bus it totally inadequate Not frequent enough – double deckers on 376 needed for rush hours 54 Takes too long 55 Only goes to Bus station. With traffic increase, not reliable form for transport 58 Buses not frequent enough esp at Rush Hour No public services from Staunton Lane to Anywhere 63 Hard to get public transport to Bath (without driving) 65 Too expensive, not on time, can be dirty at times No Direct bus from here to Bath or Midsomer Norton 69 No bus service to my place of work 76 Would take 2 buses + a long journey to work and back 77 We have no transport from Staunton Lane-only one bus in Village 78 Not enough buses and no cross links – around Bristol Outskirts to Longwell Green Shops/Cinema or to HartcliffeShops/Cinema etc for youngsters & pensioners Only country buses every ½ hour. Need more frequency Buses are very infrequent and often very crowded. Also extremely expensive 86 Not enough buses especially in the evening 87 Only country buses - not so frequent 88 More buses at regular times Lack of more regular bus services especially at weekends. Buses often late & unreliable 99 No Bus to Keynsham. If we had no means of getting about we would be unable to walk the distance to a bus stop for broadmead/bri hospital 102 Infrequent 105 No early bus to bus station in Bristol for 5am bus 107 Not regular enough 108 Not enough buses to other areas of Bristol 109 Not enough routes 112 Not reliable. Too expensive 113 Too infrequent, particularly of an evening. Too expensive 118 PARK AND RIDE Would help considerably 18 Where is the promised P & R 48 No regular direct route bus from Whitchurch to Filton. Too expensive 120 Very limited Bus Service 121 Regular buses to pass the house 122 Does not run often 125 No bus to North of Bristol 128

Not enough 130 Normally full by the time they reach the Village at Peak Times 131 Not very regular and get very busy 134 Buses only go in two directions - Bristol to Wells. Would like transport to Keynsham/Bath 136 Buses always late & full up 376 from Wells – full by the time it gets to Whitchurch, let alone the rest of the journey into Bristol 141 Not frequent enough There is only one real service which is the country bus 376/379 which is very well used &can be over full at times & may not pick up in Whitchurch. Need a good local service for the area The buses are unreliable & very infrequent. I was let down twice on Thursday by buses not turning up 147 Taxi Service as local transport unviable Currently unsure but if there is one I would use it to Keynsham 149 Don't use bus - Times & Frequency of Public buses + distance 150 Bus Service needs to be more frequent & more added 152 The only buses through the village are half hourly & always crowded by the time they get to Whitchurch during working times 153 Poor choice of service destinations 156 More direct bus to Bath 161 One bus that runs into Town very sporadic 162 No bus service between Whitchurch and Bishopsworth Not frequent enough or close enough. Time for journeys Do not go in direction needed 172 Good Service from Stockwood & Whitchurch but limited from Whitchurch Village 173 Do not use public transport (this person did tick yes if more available) 176 Only 1 every hour 179 No way can I get from Whitchurch to Filton without changing buses. They are unreliable and too expensive for what you get. Too infrequent 184 Could do with more frequent services. A lot of Bristol bus routes turn off the A37 at Knowle 185 Not frequent enough to Keynsham & Bath. No direct route 186 Don't know, don't use or need 189 Buses unreliable, dirty & packed Unreliable & slow – Bristol Central no direct route – brislington They are not always on time but most of them are reliable for shopping 193 Journey to work not possible by Pub Tr. Due to location/working hours issues 194 Not regular 195 Poor service frequency 196 No. There is no direct route to Bath via Keynsham Improvements needed in the frequency at Peak Times 199 No Bus to Bath 200 Not enough buses 201 I use bus routes to Keynsham for shops Only country bus to Bristol City Centre/wells/stroud 211 Not frequent enough. 215 Buses needs to be more frequent No Direct bus route to my place of work 233 If the buses were more frequent and less full I would travel on the bus 235 Buses into Bristol are full. Until recently, no link to keynsham Can't easily get to avonmouth 238 Only serve Bristol City Centre 240 Rely on 376 or 379 every 30 mins. Standing room only in rush hour. Needs a bus every 15 mins at peak times 241 Whilst I walk to work, people travelling to work report congested buses 376 can be unreliable and often full. Just a carrier/commuter village – not special 245 376/379 needs to be more frequent. Too infrequent and unreliable 246 Better Bus Service required 251 Not enough routes & buses 248 Not good service 249

Poor bus service

250

# **AMENITIES**

We have no shops. No Community ? cant read!

245

Bank or Post Office 211

Farm Shop/Village Shop

232 Dentist, optician, pharmacy

Chemist

Would need more of all amenities if more houses were built Places for elderly to socialize locally – coffee morning/afternoon club 26 Must be more amenities if extra houses are to be built eg Dr Surg. School, Shop, young people 45 Some pavement areas on main rd in village very narrow or non-existent But what about more schools, bus service, local amenities. This has to be a major priority before a development can be considered More designated walks through the countryside Places for older generation to meet up eg lunch club, afternoon club etc 63 **PUB** Cycle Path towards Keynsham 66 Local Shops/Post Office Banks and Post Office 72 School causes congestion on main road 72 If 200 houses built we will need Dr Surg. & something for youngsters to do or better transport. We need to take a share of new houses but within reason. We don't want to be merged with Bristol or Stockwood. We are part of BANES but can only access Bristol amenities. 81 Post Office 83 All amenities needed if 750 more people could live here 85 Community Shop & Post Office More ramps for disabled scooters. Some pavements are "no go" areas – more litter bins 88 Better cleaning of pavements etc 91 Restaurant or Decent Pub with variety of food (not just carvery) 95 Post Office 106 Would like to see ban on bonfires in peoples gardens to burn rubbish. Lots of elderly people in village choked by smoke 107 More renewable energy and better parks for the children Community Shop 114 Convenience Store, Local Public House that is not eating establishment All need to be improved if more development happens within the village area 131 Local Convenience Store 135 Continuation of Cycle Path to Pensford 136 The Clock in Whitchurch showing the correct time – the village paid for this 141 Paper Shop/Newsagent 152 Better access to Saltwell Valley with active wildlife & environmental conservation 173 To keep play area(park) in the village. My children used to play in the park & now my grandchildren play in the park 179 Pedestrian crossing 189 Improved Park Better areas for leisure facilities such as recreation & places for people to sit & relax 193 Village Playground should be in a more accessible place. Not outside the village! I would like to walk to the park but the path feels unsafe as it gets narrow at times 199 Doctors Surgery already struggling 199 Facilities such as pre-schools and parks/playground are already inadequate to meet demand 199 Too many Estate Agents! Car Sales – would be an idea spot for Retail Outlet – Waitrose, Sainsbury Local etc. 202 You will only get better shops if you patronise them! The current population of Whitchurch don't use local shops & café 206 Parking and shopping / not Estate Agents

207

241

Less Estate Agents & No Tattoo Studios 245
Safe Pedestrian routes esp from bus stop outside of Whitchurch.
Café – need social space! Please compare to Chew Magna 245
Coffee Shop/café/lunch stop where the playground is 246
Ideally an independent café/deli for local residents to meet for coffee/lunch. Definitely
Waitrose/Sainsbury Local in the centre of the Village with a car park. Wine bar would be nice 246
Village Shop and GP Regd 248
Safer Roads and pavements. Stop cars parking on pavements which makes my walk to school safe 249

# **ROADS**

Better Rd Links// finish the by pass to go from Keynsham to other side of village. 1 Double yellow lines in village – no one takes any notice. Speed Bumps re-instated in Staunton Lane and new ones in Stockwood Lane. Plus speed limits introduced. These roads are like a race track now. 4 A throughway on Main Rd. No parking on Double Yellow lines & on corners at main rd and side 11 Road calming measures Staunton Lane as there was a fatal accident on Staunton Lane on 19<sup>th</sup> April 2015 where the driver was killed & it was not is fault as they speed up & down this lane 13 Pedestrian Lights at A37/Staunton & ChurchLanes. Two car businesses on Main Rd – too much, too many cars parked everywhere Priority to vehicles leaving The Witheys onto Bristol Rd 56 Yellow boxes on the main road by saltwell ave and Dene rd and roads to be resurfaced properly instead of touch-ups 64 "Double Yellow Lines" in Dene Rd – nobody takes any notice 92 To inadequate for more traffic as already we have had recently one fatality due to speeding drivers 102 Speed restriction Staunton Lane 102 Vehicles break speed limit – speed camera on the bridge facing out of Bristol is needed 120 Potholes – very bad in Whitchurch & means of crossing the very busy Wells Rd. Car Parking for visitors & long term parkers who leave car all day in estates in Village and do not care about homeowner, young mothers, disabled people or the blind 144 Could you please assess the path between nos 50 & 52 Bristol Rd as the camber makes it very unsafe for people walking especially when large lorries are passing on the A37. The hedge is also a problem for use when in a wheelchair. Many thanks 147 A37 traffic management needed. Accident & Blackspots The Village has changed over the last 30 yrs. The traffic was so quiet in past yrs. Now it is a nightmare 175 Pedestrian Crossing 189 Congested A37 already 192 Roads are already very busy. As there is now no Whitchurch Bypass proposed, the existing roads cannot cope with the traffic which would be generated by further development 194 Ban all lorries thro village. Divert elsewhere. Extend Bristol Ring Road Traffic is already awful thro the village Safe Pedestrian crossings and wider pavements near school 205 Traffic is really bad during rush hour through Knowle Sleep Lane needs speed restriction and pavement 245 Get cars off pavements 251 Too many cars using Village as Car Park. Dangerous for our kids 248

# **FURTHER DEVELOPMENT IN THE VILLAGE**

No due to road congestion. Wells rd only rd in or out Already a problem Already overloaded with traffic – these houses will increase the amount onour village roads. 4 All new houses should have solar panels on them.5 Yes Perhaps behind the Bristol rd Dwellings on the west side. The Horseworld + Potential dev sites will inevitably create ribbon dev. Sadly we must expect som growth in the village but it should show enough not to cause alarm and make integration easier. Village is a perfect size Perhaps Move School to Proposed Dev area at Horseworld – will solve some A37 Traffic problems and be safer for Parents and Children Our concern is the congestion on the roads as they are not adequate for the amount of traffic that these houses will generate. 200 is far too many for a Village like Whitchurch & will add problems & noise to Village life. When will Whitchurch Village cease to be a Village? If we don't keep it GreenBelt? 20 There is just not enough room for more people/cars in the village. The main rd is busy enough & the pavements too narrow - main bug bear is No crossing at bus stop by Saltwell Ave. VERY dangerous. Whitchurch Village is too small to have an additional 200 houses. Just because there is a greenfield it does not mean it should be filled with houses. The main Bristol rd. will not be able to cope 27 We want the village to stay a village Only further development with relevant services 44 Don't think the Village needs anything. If we start adding, our village will become too big and lose its community feel 47 No more in Staunton Lane 48 What about Horseworld – where do the animals go? Why build then?? Although I do not want more houses in the village, I think if the standard is as good as in sleep lane the look would be great. 51 Development of shops/dr surg. Not houses 54 Unless developers agree to put into place services along with new homes, they should not be given planning permission-school, Dr Surg. Full to capacity already 58 Small areas work well- research has clearly shown this, large housing do not work socially 58 Roads cannot cope with any increase in traffic 59 No of houses could be placed in small plots available alongside current housing Car Parking adjacent to A37 south of traffic lights on main rd to reduce clogging by commuters 66 Any further construction which causes more traffic through the Village is NOT VIABLE 72 Young people need houses to purchase. We all live in houses that were built on green field sites Its bound to happen 74 No more dev. There are plenty of vacant houses available Obviously there is a need for more housing but it should be small infill developments We shouldn't have more houses-it means more traffic & the village is already horrendous with No No. Whitchurch Village is being congested by too many cars and HGV Lorries using the A37. People going to Stockwood/Brislington use short cuts to A37 via Staunton Lane which needs speed restriction desperately 102 Wherever possible in my life Village has doubled in size – why stop now 107 Need more housing but more parks & other things for children to do –cycle route etc Briary Leaze has lots of unused space which is just used for fly tipping (Jills Note to whoever – is this referring to Briary Leaze in Whitchurch Bristol-if so ignore) 113 Small developments OK. 115 Affordable housing for children of the Village. Must be sold only to those with connections-

bungalows for older people 116

Brownfield or Greenfield should allow dev.where appropriate facilities are included. Horseworld dev should include new green space provision with café. No dev on Green Belt 118

Further dev. In the village will only add to larger amounts of traffic that the rds are already struggling to cope with 121

See no reason for further dev. It would ruin the area , the roads are too busy at present and this would only get worse 137

I realise more housing but very very concerned at losing more of the green belt. We must keep this in mind – Whitchurch Village is a great place to live. I love living in Whitchurch VILLAGE, because that's what it is meant to be. I am privileged to live here and dread the thought of losing our countryside. Our Schools & Dr Surgeries are already overrun so there MUST be more facilities if there is to be more housing. The main housing, Wells Rd, especially the Village bridge, cannot possibly take such an increase in traffic without major structural reinforcements 141

More Dev – as – A General Store/Newsagent Type Retail Outlet within walking distance would be very desirable 142

Horseworld area. We were disappointed this development was not allowed. It was worthwhile amenity & provided employment & volunteering opportunities 146

The Village cannot take more cars or transport on the A37 147

We haven't the room in Schools & Doctors for any more houses and definitely not on the roads 153

Our village is already overrun with traffic, how would any more be manageable. We love it as it is now 154

Wouldn't want to see big developments on Green Belt, can understand the need for the amount of housing stated  $\,$  161

If all the developments go through, Whitchurch Village would need to be renamed to "Whitchurch New Town" 163

No – but there doesn't seem to be a choice! 164

Absolutely not. There are not adequate services available currently. Roads around this area are already over congested. 169

Development these days is a euphenism for more houses and bigger profits for developers.

Development would be good but all we would get would be MORE HOUSES 173

We have enough development in Village. Concerned about planning for flats by us and not houses ie semi detached.

Congested A37 already 192

Developers must pay for the infrastructure to support more houses 199

There is an opportunity to infill which has been used in places successfully eg off Maggs Lane 202

Young families need affordable homes in their locality 203

No more housing. Roads are packed

230

I don't think there should be an increase whatsoever 231

Further development would not be good in the village there is too much traffic now and if more houses are built at horse world this would be an enormous strain on sleep 239

Village shop would be a real asset - convenient parking would be required to make this sustainable. 242

Needs NOT to be the A37 corridor anymore. We need to be a hub where people want to live and socialize \$246\$

If 200 more houses will be introduced we need to be a community not strangers Village does not need a new development 251

No more houses 250

# **GREEN BELT**

```
Very
             28
  Very
             43
 Very
             44
 Absolutely 53
 Very
            58
 Very
            78
 Important that is why most people bought their homes near to countryside. 1
 Keep GB Safe
 Very
            102
 Green Belt must be respected
                                  120
 Very important 132
 We need to protect the Green Belt otherwise there will be no countryside left!
                                                                               137
Yes Yes Yes 141
Very Important
                   144
Wouldn't want to see big developments on Green Belt
                                                        161
Yes 163
Very
           164
Green belt is essential for this area for many reasons
                                                        169
MUST
           181
Verv
           182
Important 183
Not at cost of lower house costs
                                 207
Very
           212
Very
           245
```

Peoples human rights to live in a pleasant environment are already being affected 199