

# New Neighbourhoods Delivery Statement

This document demonstrates that the strategic housing sites are

- Available for development
- Capable of being developed
- Development can be delivered within the core strategy period

The document should be read in conjunction with the Core Strategy Sustainability Appraisals and the Infrastructure Delivery Plan.

## Introduction

1. Policy CS 15 of the Submission Core Strategy (Proposed Changes version) makes provision for a 21,500 new homes between 2006 and 2026. The Submission Core Strategy identifies 3 new neighbourhoods, which will deliver 6150 dwellings, and smaller housing opportunity areas that will provide a further 675 dwellings by 2026. These sites are considered to be available, suitable and achievable within the plan period.
2. The purpose of this report is to provide evidence in support of the Submission Core Strategy to demonstrate that the planned new housing areas it identifies can be delivered in accordance with the vision, strategic objectives and place making policies it sets out. These areas, and the distribution of new homes between them, are:-
  - Land at North Yate and Chipping Sodbury comprising 2,400 dwellings (Policies CS15/30/31)
  - Land at M32 East of Harry Stoke comprising 2,000 dwellings (Policies CS15/25/27)
  - Land at Cribbs/ Patchway comprising 1,750 dwellings (Policies CS15/25/26).
  - Smaller housing opportunity at Thornbury Park Farm for up to 500 dwellings (Policies CS15/32/33) that will support local housing needs over the next 15 years.
3. The Submission Core Strategy vision and strategic objectives for each new neighbourhood and Thornbury housing opportunity area have been developed in conjunction with key partners, delivery agencies and community representatives, to ensure that the planned new neighbourhoods integrate with existing populations and that the value of the investment and benefits arising from the development can be shared across the area. Further information on DPD engagement processes is set out in the Statement of Community Involvement and the supporting Core Strategy Consultation Statements.
4. The evidence base for the preferred housing sites has been informed by technical studies undertaken by the Council, key stakeholders and development partners. The technical studies have assisted in evaluating the deliverability of the sites, and in the identification and evaluation of any strategic or site specific infrastructure, assets, constraints and mitigation required to safeguard the individual quality of the preferred housing sites, particularly where these are known to be key to their delivery.
5. Where new infrastructure is necessary to deliver and service the development of the strategic housing sites, this information is presented in the SDCS Infrastructure Delivery Plan (IDP). The infrastructure requirements to support the delivery of housing in the strategic sites falls broadly into these categories
  - Transport
  - Utilities
  - Education
  - Affordable Housing

- Open space and green infrastructure
- Community facilities
- Health and well being

It is not proposed to repeat the contents of the IDP in this document. However, each site has its own specific strategic challenges (potential show stoppers) that may have a major impact on bringing a site forward for delivery. These site specific items are referred to as 'Strategic Issues' and are considered in more detail under the individual proposed housing area headings within this report.

6. The IDP identifies the partners with responsibility for the coordination and delivery of the infrastructure required for each site, the costs and funding sources, the phasing for bringing forward infrastructure, and the arrangements for managing and monitoring the delivery of the infrastructure. The IDP is a living document and will be updated to reflect changing circumstances where appropriate.
7. The Delivery Statement demonstrates that the new neighbourhoods and housing opportunity areas identified in the Core Strategy can be delivered in accordance with the Council's planning policy framework on the basis that
  - the choice of strategic housing sites is based on sound infrastructure delivery planning
  - there are no regulatory or policy barriers to the delivery of the sites
  - the relevant development partners and delivery agencies are participating in the delivery process
  - there is sufficient flexibility within the delivery programme to allow for development to be brought forward during the whole plan period
8. South Gloucestershire Council considers that the right framework is in place to support the strategic housing site delivery through the Core Strategy. The report concludes that there is a reasonable prospect that the chosen sites can be brought forward up to 2026, in order to achieve the vision and strategic objectives set out in the Core Strategy.

## **National Context - Guidance relating to Delivery of Housing Development**

### ***Planning Policy Statement 12 Local Spatial Planning***

9. The Government's objective is to ensure the planning system delivers a flexible, responsive supply of land. PPS12 Local Spatial Planning paragraph 4.4 states that the delivery strategy is central to the Core Strategy. Paragraph 4.45 enlarges upon the requirement for Core Strategies to demonstrate how the vision, objectives and strategy for the area will be delivered, when and by whom.
10. Each policy within the Core Strategy has an accompanying note on the proposed route to delivery of the objectives set out within the policy. The IDP contains further information on the delivery of infrastructure. This report presents supplemental information to give a more detailed picture of the delivery of the proposed new neighbourhoods and housing opportunity areas only.

### ***Planning Policy Statement 3 Housing***

11. The Government's housing objectives are set out in PPS3. Paragraph 10 of PPS 3 requires new housing to be provided in suitable locations which offer a good range of community facilities, good access to jobs, key services and infrastructure. Paragraph 38 of PPS 3 refers to the need to provide housing in local service centres to maintain or enhance their sustainability.

12. The Core Strategy Policy CS5 'Location of Development' places housing development within the existing North and East Fringes of the Bristol urban area to promote integration with existing communities, where essential services and infrastructure are in place or planned. Outside of the Bristol Fringe, housing development is provided in Yate/Chipping Sodbury and Thornbury to increase the self-containment of these settlements. The area visions, strategic objectives and eventual choice of strategic sites have resulted from community and stakeholder engagement and consultation throughout the planning process.
13. Paragraphs 52-57 of PPS3 discuss the need to ensure there is a sufficiently flexible supply of land to deliver housing in the first five years of the DPD and that this land is available, suitable for development and it can be demonstrated that deliverability is achievable.
14. Development partners have confirmed, through the Core Strategy process, that all of the proposed new neighbourhoods and strategic housing sites are available. The sites have all been subject to a sustainability appraisal (see paragraph 21 of this report for further information on the SA) to assess the suitability of the sites for development. The Council's early work with development partners identified any strategic issues to be overcome and further technical work by the Planning Authority and developers has demonstrated that the chosen sites are capable of being delivered (see site specific assessments in this report). The housing trajectory set out in policy CS15 demonstrates the projected delivery of housing to ensure a continuous five year supply of land throughout the life of the Core Strategy.

## **Local Context relating to Delivery of Housing Development**

15. The Council's guiding principle is

*'By working in partnership, our vision is for everyone who lives and works in South Gloucestershire to fulfil their potential, enjoy an excellent quality of life and support others in their communities, whilst protecting the environment.'*

16. This statement is taken from the Sustainable Communities Strategy 2008, which sets the agenda for all of the Council's work. This strategy sets the direction for the Local Development Framework, which will take forward the spatial aspects of the Sustainable Community Strategy. The strategy has been developed under the guardianship of the South Gloucestershire Partnership, which brings together many different organisations to work with the community to identify and tackle key issues in a more co-ordinated way. It is committed to addressing the issues that local communities feel are important to their social, economic and environmental well-being in a way that draws on the energy and expertise of all in our communities.
17. The strategy aims to find the best ways of meeting today's requirements without damaging the ability of future generations to meet their needs and is committed to making sure that in 2026 South Gloucestershire is a place where everyone is fulfilling their potential and experiencing an excellent quality of life. It is supported by clear priorities set against seven themes that will make the vision a reality. These are
  - Managing future development
  - Promoting safer and stronger communities
  - Valuing the environment
  - Maintaining economic prosperity
  - Investing in children and young people
  - Being Healthier
  - Modernising health and community care services
18. In developing the new strategy considerable emphasis has been placed on sustainable communities, which meet the diverse needs of existing and future residents, are sensitive to their environment and contribute to a high quality of life. It

is also recognised that transport and access are key priorities within South Gloucestershire that cut across and are reflected in all of the seven themes.

19. The alignment of the LDF documents to the Sustainable Community Strategy will enable an integrated approach towards development within South Gloucestershire and provides a framework for the delivery of sustainable and cohesive development to meet the aspirations of our local communities.
20. The Council adopted a Statement of Community Involvement (SCI) in May 2008 that sets out how the Council will involve the wider community in the preparation of the Core Strategy and in the delivery of the vision and objectives of the Core Strategy through more detailed planning guidance and decision making processes. The processes meet the regulations set out in the Planning and Compulsory Purchase Act 2004.
21. District wide technical studies and policy documents have been prepared as a baseline of information to support the Core Strategy. These documents have assisted in the analysis and final choice of the strategic housing sites set out in the Core Strategy. (See Appendix A for list of LDF Baseline documents).
22. Each of the new neighbourhoods and the housing opportunity area has been the subject of a Sustainability Appraisal (SA). The Sustainability Appraisals (SA's) carried out by the Council during the preparation of the Core Strategy document examined the broad potential housing areas and the specific sites proposed by developers and measured these against the agreed criteria set out in Table Two, The Sustainability Appraisal Framework, which is located in the Sustainability Appraisal Scoping Report. The framework covers a range of sustainability objectives under the following headings
  - Improve Health
  - Support communities that meet people's needs
  - Develop the economy in ways that meet people's needs
  - Provide access to meet people's needs with least damage to communities and the environment
  - Maintain and improve environmental quality and assets
  - Minimise pollution and consumption of natural resources
23. The Council's Infrastructure Delivery Plan (IDP) has been prepared in line with the guidance set out in PPS12 and forms part of the evidence base for South Gloucestershire's Core Strategy document. It gives a broad indication of the planned provision, cost and need for infrastructure across the area until 2026 and additional infrastructure that will be required to support planned new development.
24. The Implementation strategy set out in PPS 3 reflects the principles of 'plan, monitor, manage'. Specific actions for the monitoring and management of sites are set out in more detail in the area specific details. Broadly, the LPA will
  - assess the risk to housing delivery and maintaining a five year land supply through regular monitoring of planning permissions and housing completions against the housing trajectory,
  - will assess area wide economic impacts that may affect housing need and demand, and
  - will monitor the impact of policy on the viability of housing delivery.
25. The locations of new neighbourhoods and housing opportunity site proposed in the Core Strategy have been selected on the basis of achieving the most sustainable location and distribution of uses. The Core Strategy submission demonstrates that the Council took account of the best available evidence in coming to its decisions on the distribution of housing. The SA has shown that each of these sites is suitable for

development when measured against the Sustainability Framework and has no insuperable infrastructure requirements that prevent the sites being brought forward within the plan period.

26. In spatial terms, appropriate services and infrastructure are, or can be made available in the defined locations at the appropriate time in order to achieve the proposed housing delivery objectives. It also means that the objectives defined in the Core Strategy for each strategic housing area can be achieved within the Strategy period.

## Assessment of Deliverability

27. Each new neighbourhood and housing opportunity area has its own vision and set of strategic objectives that focuses on the key issues to be addressed. This section of the report focuses on the key actions needed to achieve the vision and objectives for each new neighbourhood and the inter-relationship and coordination needed between these actions.
28. It also sets out when the actions will take place, by whom, what resources are needed and it identifies where the relevant agencies and partners have been involved in its preparation. The report also sets out the completed and ongoing work required to deliver the individual strategic housing sites.

## North Yate

### The Location

29. The housing opportunity area comprises green field land located to the north of the current settlement edge of Yate. The site is largely level, contained on the eastern side by the visually significant scarp of the limestone ridge around Yate Rocks. There are mature hedgerows and tree lines crossing the area and marking stream corridors. The site measures approximately 118ha.
30. The area is in agricultural use in medium to large fields. It is classified mainly as Grade three land, but with significant blocks of Grade 4 land. There are no designated areas of ecology interest within the site. The lake at Tanhouse Lane to the north is an SNCI, together with an area of fields north of Leechpool Farm and a section of the Brimsham Stream on the north side of Tanhouse Lane.
31. There are a number of footpaths crossing the site, including the Jubilee Way. The site is within 10 minutes walking distance of the secondary school and local shopping. Community and health facilities, and primary schools are further away. The town centre is a 15-20 min walk from the centre of the site. The site has the Yate Outdoor Sports Centre and Brimsham Green School on its western boundary. Both facilities are within easy walking distance of the site.
32. The primary site access will be from Randolph Avenue, Leechpool Way and Peg Hill, which give access to Goose Green Way, the major route through the north of Yate and the Wickwar Road which gives access to Chipping Sodbury and the M4. The routes leading west between Yate and North Bristol are currently congested at peak hours. There are public transport services in the vicinity that are capable of delivering a service to the site. The Bristol to Gloucester railway line forms the western boundary to the site. The station is a 20 minute walk from the site.
33. The site has no national heritage designations. There are listed buildings within Yate Rocks and Rock House, which is Grade 2 Listed, is immediately adjacent to the Peg Hill area.
34. The area contains 2 main watercourses forming part of the River Frome catchment. Approximately 18ha of land is within Flood zones 2, 3a, 3b. The main areas of flood risk are located in the east of the site and a much smaller area of flood risk along Watery Lane to the west of the site. The site has been subject to an SRFA Phase 1 study and further flood risk assessments are underway.
35. There are existing mineral workings to the east of the site beyond the Yate Rocks limestone ridge straddling the Wickwar Road. There are permissions to extend minerals extraction in the future to the north of the existing workings.

36. There is limited sewerage capacity that limits initial development to 500 houses. Additional investment is planned, to increase the capacity of the sewerage system. All other utilities are available.
37. There is a high voltage (132Kv) power line running across the west of the site and low voltage (33Kv and 11 Kv) power lines running through the centre of the site.
38. Developers controlling the land have indicated their willingness to bring forward the land for development within the plan period and to work with the Council to comprehensively plan the site.

**Key Figures:-**

|   |        |
|---|--------|
| <b>Site Area</b>                                    | 118 ha |
| <b>Flood Risk Zones 2 and 3</b>                     | 18 ha  |
| <b>Pylons – 30m offset Area for residential use</b> | 4.8ha  |

**Sustainability Appraisals**

39. Sustainability Appraisal criteria and objectives were established at the start of the Core Strategy process. Sustainability Appraisals for the housing opportunity site at north Yate have been carried out at each stage of the planning process and these will be revisited on completion of the development brief to evaluate the anticipated performance of the proposed development against these criteria and objectives.

**Site Development Approach**

40. The broad vision and strategic objectives for the site are set out in the Core Strategy policies for north Yate new neighbourhood. The developers are preparing a series of technical studies that will inform the next stage of work in forming a more detailed development vision for the site, creating an indicative master plan and setting out key development principles and phasing of development which will be contained and amplified within a Master plan Framework. This is running concurrently with the Core Strategy process.
41. The Master plan Framework will also contain a schedule of primary land uses, their broad location and land budget and will include a more detailed discussion on housing capacity/density ranges/potential range of types & tenures. It is envisaged that this work will be progressed in conjunction with the local community through design workshops and also in association with the development partners through design team meetings with the LPA.

**The Strategic Objectives**

42. The Core Strategy proposes the site will provide up to 3000 new homes of which 2,400 will be built within the plan period and up to 9 hectares of employment land with supporting facilities and infrastructure.
43. The development will be contingent upon the delivery of strategic sewerage infrastructure. No more than 500 dwellings will be allowed prior to the completion of strategic infrastructure provision. Wessex Water intends to bid for funds to complete the final link of the Frome Valley Relief Sewer and has indicated that this is likely to come forward in the 2015-2020 period. Wessex Water and the majority landholder have a memorandum of understanding regarding the provision of the necessary sewerage infrastructure to serve the north Yate new neighbourhood.

44. A new through road will be provided to link Randolph Avenue to the B4060 at Peg Hill. This, together with contributions to the Yate/Sodbury transport package containing improved pedestrian and cycle links and public transport provision and improvements to Yate rail services, will create the physical links needed to integrate the new neighbourhood with the communities of Yate and Chipping Sodbury. Traffic Assessments have confirmed that the traffic arising from the proposed development of 3,000 units can be accommodated on the highway network. However, this will necessitate significant alterations to the highway network along Goose Green Way, and appropriate mitigation to key junctions and network enhancements are proposed. Further work on the provision of public transport routes, cycle and walking network improvements is underway.
45. The developers must demonstrate through strategic and detailed flood risk assessments how flood risk will be managed. A Level 1 Strategic Flood Risk Assessment (SFRA) has been produced on behalf of the Council and a Level 2 SFRA is currently being produced. More detailed Flood Risk studies will feed into this Level 2 study to define the flood risk areas more clearly and bring a greater level of certainty about the mitigation required. The EA is participating in these further technical studies. It is expected that any surface water drainage can be accommodated on site within sustainable urban drainage systems.
46. The development will also contribute to the highly valued network of public open space, sport and recreation provision. The site is somewhat unusual in having a high quality sports facility immediately adjacent to it. The Brimsham Green school/YOSC area will benefit from its own master planning exercise to identify whether there are options to intensify and provide dual use of the facilities. This study will also help in identifying an appropriate quantity of formal open space to be provided on site. This work is being scoped.
47. The local community has indicated that it places great value on the landscape assets at Yate Rocks. Initial studies undertaken both by the Council (as part of its Issues and Options stage) and development partners, have identified the sensitivity of the ridgeline and it is proposed that development within this area is low density and that the upper slopes are to be protected from development.
48. The majority landholder has submitted a statement of intent with regard to the pylons. This statement sets out the development parameters (eg safety clearances) that will be applied in master planning the site.

#### **Evidence Base**

49. The LPA and development partners have undertaken a series of technical studies that amplify the constraints and opportunities identified by the LPA at the earlier stages of the planning process. These are identified in detail below and will form the basis of the design response to the site. The identification of any technical/infrastructural 'risks' to the delivery of the site are summarised in Diagram A.

#### Complete

- Ecological Assessment from Issues and Options
- Agricultural Land Assessment from Issues and Options
- Preliminary Geo technical report – Developer preliminary report
- Preliminary landscape/ visual impact assessment (from Issues and Options) and Preliminary Developer Assessment
- Constraints mapping (from Issues and Options)
- Strategic Housing Market Assessment
- SFRA 1 (complete)
- Renewable Energy Potential study
- Education – LA Education Strategy & Developers Guide
- Community Infrastructure Assessment

Ongoing

- Site specific FRA to adjust flood maps, EA engaged
- Education –feasibility/masterplanning re. Brimsham Green expansion – LEA engaged
- Traffic modelling – discussions between LPA and development partner over scope and methodology of modelling undertaken and work ongoing on potential mitigation
- Improvements to Yate rail services – on-going discussions with network rail and franchise operators to test options for improved services and facilities
- Open Space Audit – ongoing (LPA) YOSC mini masterplan – South Gloucestershire Leisure Trust engaged
- Utilities – IDP ongoing live document
- Noise (railway and quarry) assessment – to be commissioned by development partner
- Key Infrastructure
  - Sewerage - Frome Valley Relief Sewer – Identified to be put into Wessex Water Business Plan 2015-2020. Mitigation planned for start of development
  - Pylons – working assumption between LPA and development partner is undergrounding low voltage pylons within site and retain high voltage pylons with appropriate design offsets. Impact on viability to be considered during master planning.

**Strategic Issues (risks/ contingencies discussed below)**

*Land Assembly/ legal constraints*

- 2 land holders, Ongoing work to enable comprehensive development

*Employment Land Requirement*

- Up to 9ha employment land safeguarded in policy, however, this has impact on layout/density of housing. Ongoing work to establish optimum requirement as part of development and to support self containment of Yate.

*Frome Valley Relief Sewer*

- Timing of Relief Sewer in Wessex Business Plan ( currently 2015-2020). Agreement in place between majority landholder and Wessex Water

*Pylons*

- Viability of accommodating/undergrounding pylons (will only become apparent in more detailed design stages)

*Flooding/drainage*

- Ongoing work to assess precise extent of Flood Zones 2 and 3a/b. EA involved

*Impact of all these issues on developable area, capacity and form of development*

- Ongoing work to assess impact of different scenarios on developable area and consequent land budget/development form/ density

**Diagram A North Yate Risk Assessment**

| POTENTIAL RISK  | LEVEL OF RISK | CONTINGENCY/ MITIGATION   |
|---|---------------|---|
| <b>Failure to comprehensively plan land</b>   |               |   |
| Landowners/developers unwilling to work with each other to comprehensively plan site. | Low/medium    | Preferred approach is comprehensive master planning by LPA or majority landholder (partnership) |

|   |     |   |
|---|-----|---|
| <p>Conflict over equalisation of contribution to infrastructure</p> <p>-Piecemeal applications/ development occurs<br/>-failure to deliver 3<sup>rd</sup> access</p>                                  |     | <p>approach)</p> <p>Equalisation Agreement between developers/ LPA held fund for contributions to infrastructure requirements where responsibility shared</p> <p>Consideration of phasing to tie in with provision of key infrastructure at right time.</p>   |
| <b>Employment Land Provision</b>  |     |   |
| <p>-Requirement for up to 9ha of land may constrain site capacity/layout/density</p>  | Low | <p>Ongoing employment land assessment to establish requirement. Max land requirement taken into consideration in capacity studies</p> <p>Consider impact on developable area, disposition of land uses, capacity and form/ density through masterplanning</p> |
| <b>Frome Valley Relief Sewer</b>  |     |   |
| <p>Wessex Water unable to provide FVR Sewer link within timeframe</p> <p>NB Phasing of development – 1<sup>st</sup> 500 units on Heron land at North Yate can use existing sewer storage capacity</p> | Low | <p>Options exist to increase sewerage capacity of existing system.</p> <p>Sources of funding for either FVRS or improvements to existing capacity delivered through developer contributions (impact on viability)</p>   |
| <b>Impact of existing pylons on development</b>   |     |   |
| <p>Unviable to underground high voltage pylons<br/>Viable to underground low voltage pylons</p>   | Low | <p>Taken into consideration in the capacity assessment</p> <p>Consider impact on developable area, capacity and form/ density of development through masterplanning process</p>   |
| <b>Flood risk</b>   |     |   |
| <p>Extent of flood zones 2 and 3 cannot be mitigated</p>  | low | <p>Impact of flood zones taken into consideration in capacity studies.</p> <p>Consider impact on developable area, disposition of land uses, capacity and form/ density through masterplanning</p>  |

### New neighbourhood Implementation

Core Strategy housing trajectory (2015 to 2020 600 houses, 2020 to 2026 1800 houses)

- Production of Development Framework Jan 2011 – July 2011

- Adoption of Development Framework as SPD post EIP (Sept 2011)
- Submission of outline application at EIP Sept 2011
- Detailed Design Guidance (1<sup>st</sup> phases development) 2012-13
- Submission of Detailed applications 1<sup>st</sup> phases 2012-13
- Implementation 1<sup>st</sup> Phases 2015-2020
- Wessex FVRS delivered 2015-2020
- Detailed design guidance (2<sup>nd</sup> phases of development) 2016-17
- Submission of detailed applications 2<sup>nd</sup> phases of development 2017-18
- Implementation 2<sup>nd</sup> phases 2020-2026

### **Viability Testing**

50. It is anticipated that initial viability testing will take place during the preparation of the development brief. This will ensure that any viability issues that may affect delivery of the site are identified early in the programme and steps can be taken by the LPA and development partners to address viability.

### **Monitoring Programme**

51. The anticipated programme for delivery of the housing opportunity is set out above. The LPA has set out a programme for the delivery of its work in conjunction with its development partner and progress on the milestones within the programme will be monitored at the regular design team meetings between the LPA and development partner.
52. There are specific strategic infrastructural requirements to bring forward on this site. The approach to the delivery of these requirements is set out above and in the IDP. The site will also generate its own set of needs that can be dealt with through the normal planning processes.
53. The Annual Monitoring Report will set out the progress on the planning permission, identify completed housing numbers and act as a further monitoring tool in the delivery of the site. Actual performance will be compared to the trajectories. Where this performance is broadly in line with the trajectory and future performance is expected to achieve the rate of development indicated, then no action will be taken. Where there is a significant divergence from the trajectory, the LPA will consider the following actions
- re-assess the need and demand for housing,
  - implementing different phasing, considering the quantity, mix or categories of land
  - Examine policy or development control processes

to enable development to occur.

### **Conclusions**

54. The work undertaken to date by the LPA and the delivery partners has demonstrated that this site is available and capable of being delivered within the projected timeframe set out within the Core Strategy. The risks associated with delivery are low and are capable of being mitigated.

## East of Harry Stoke

### The Location

55. The area is located within the Bristol North Fringe, an area of strong and diverse economic activity, good access to a strategic transport network, and existing residential communities that, whilst segregated to some degree, each have a strong sense of community and identity.
56. The strategic allocation is located to the east of the North Fringe close to the junction of the M32 and the Ring Road, Bristol Parkway train station, and major office and educational facilities (MOD headquarters, Hewlett Packard, University of West of England etc) and is currently located within the Green Belt.
57. The site allocated for development measures approximately 123 ha, bounded to the north by Winterbourne Road and the south by the A1474 Ring Road. The west is bounded by the M4 and M32 and the east by existing communities in Stoke Gifford, along Harry Stoke Lane, and the local plan development site at Harry Stoke (Site 13).
58. The broad allocation can be divided into three areas. The first lies north of the London–South Wales railway line comprising Mulgrove Farm and its surrounding area, which sits on a hill with views across to Winterbourne in the north east. Immediately adjoining this area to the west is the existing community of Stoke Gifford. A local centre (Simmonds View) and Bristol Parkway train station are within 15 minutes walk.
59. The second area, south of the railway line, comprises the central portion of the site, where the land falls away to the south east ending in level fields adjacent to the M32. The Ham Brook runs through this area from west to east ending in a culvert underneath the M32. Hambrook Lane also crosses this area, linking Old Gloucester Road with Hatchett Road serving Bristol Parkway.
60. The third, southernmost area lies south of the A4174 Ring road, and is dominated by a wooded escarpment that rises along its western edge. It contains existing sports facilities, and has been identified as providing a potential opportunity to consolidate outdoor sports facilities for the wider area.

### Key figures:

|  |         |
|--|---------|
| <b>Gross Development Area</b>                  | 123 ha  |
| <b>Flood Risk Zones 2 and 3</b>                | 15 ha   |
| <b>Pylons – 30m offset for residential use</b> | 18.2 ha |
| <b>Stoke Gifford Transport Link</b>            | 6.1 ha  |

### Sustainability Appraisals

61. Sustainability Appraisal criteria and objectives were established at the start of the Core Strategy process. Sustainability Appraisals for the East of Harry Stoke new neighbourhood have been carried out at each stage of the planning process and these will be revisited on completion of the development brief to evaluate the anticipated performance of the proposed development against these criteria and objectives.

### Site Development Approach

62. The broad vision and strategic objectives for the site are set out in the Core Strategy policies for communities of the North Fringe of Bristol and the East of Harry Stoke new neighbourhood. The Council is discussing with its main development partner the nature and scope of a series of technical studies that will inform the next stage of work to create a more detailed development vision for the site, an indicative master plan and set out key development principles and phasing of development which will be contained and amplified within a Master plan Framework.
63. The Master plan Framework will also contain a schedule of primary land uses, their broad location and land budget and will include a more detailed discussion on housing capacity/density ranges/potential range of types & tenures. It is envisaged that this work will be progressed in conjunction with the local community through design workshops and also in association with the development partners through design team meetings with the LPA.

### **The Strategic Objectives**

64. The Core Strategy proposes the site will provide up to 2000 new homes with supporting facilities and infrastructure. Initial capacity studies show that this can be achieved, together with any specific mitigation required as a result of strategic infrastructure and site-specific constraints.
65. The primary spatial objective for development in this area is to redress the imbalance between jobs and housing within the North Fringe, and in doing so contribute to reducing the congestion this area suffers. Residential development of a sufficient quantity to support local infrastructure in this location offers the opportunity to live in close proximity to the diverse economic opportunities of the area, support existing and proposed social and cultural facilities, and reducing the need for commuting.
66. Development in this location will also play a key role in supporting ongoing infrastructure projects such as the Greater Bristol Bus Network, and helping to deliver new transport infrastructure in the form of the Stoke Gifford Transport Link and part of the proposed North Fringe – Hengrove Rapid Transit Route. This latter piece of strategic infrastructure will provide significant improvements to the area's public transport system, help reduce congestion in this part of the North Fringe and offer a viable alternative to the private car.
67. The proposed development area in proximity to surrounding large-scale mixed uses provides the opportunity to develop CHP/ district heating networks that would benefit the wider North Fringe area and support climate change mitigation.
68. Initial community consultation indicates the existing residential areas in the North Fringe have a strong sense of community and individual identity that needs to be protected and enhanced. Development in this location would represent a continuation of existing housing and allocated land in the area (Stoke Gifford and proposed Harry Stoke development), providing a greater opportunity to link with and provide mutual support to the local services and facilities of surrounding communities.
69. Community consultation has also indicated the need for an improved, more legible public realm and the importance of existing amenity routes and landscape assets in the North Fringe. The Frome Valley Walkway and Community Forest Path run through this area providing the opportunity to protect and enhance access to the wider countryside and high quality green space. There is also the opportunity to change existing pasture land into other Green Infrastructure uses to support climate change mitigation, biodiversity and recreational opportunities.

### **Evidence Base**

70. The main development partner is undertaking a series of technical studies that amplify the constraints and opportunities identified by the LPA at the earlier stages of

the planning process. These are identified in detail below and will form the basis of the design response to the site. The identification of any technical/ infrastructural 'risks' to the delivery of the site are summarised in Diagram C.

#### Complete

- Ecological Assessment – Developer Technical Study, LPA response ongoing
- Agricultural Land Assessment – Developer Technical Study, LPA response ongoing
- Preliminary Hydraulic Modelling Report – Developer Technical Study (EA engaged)
- Archaeology/ cultural heritage Assessment (from Issues and Options)
- Preliminary landscape/ visual impact assessment (from Issues and Options)
- Constraints mapping (from Issues and Options)
- Strategic Housing Market Assessment

#### Ongoing

- Topographical Survey being undertaken to inform FRA – Developer Technical Study ongoing
- Traffic modelling – Developer Technical Study, discussions between LPA and development partner over scope and methodology of modelling to be undertaken
- Open Space Audit – ongoing (LPA)
- Utilities – Infrastructure Delivery Plan (ongoing)
- Flood risk – as above topographical survey to inform further FRA work
- Infrastructure

### **Strategic issues (risks/ contingencies discussed below)**

#### *Land Assembly/ legal constraints*

- One developer controls the majority of land in the central area, whilst South Gloucestershire Council own Mulgrove Farm and part of the surrounding area north of the railway line.
- The majority landholder has indicated a willingness to work with the Council to comprehensively plan the whole site in order that it can be delivered within the plan period.

#### *Delivery of the Stoke Gifford Transport Link*

- The allocation includes the programmed delivery of the Stoke Gifford Transport Link as part of the north Fringe to Hengrove Package (NFHP) by the West of England Partnership in conjunction with South Gloucestershire Council, which is subject to a Major Scheme Bid to the Department of Transport (DfT).
- A revised bid was submitted by the West of England and as a result the scheme was moved into the next stage of bidding for funds. A 'best and final' bid is to be submitted to DfT by September 2011 and an announcement expected by January 2012.
- Should DfT funding not be forthcoming alternative schemes that deliver a north-south link together with alternative funding mechanisms will be explored. Appropriate contingencies and mitigation are identified below.

#### *Pylons*

- Two power lines cross the central portion of the site from south-west to north-east. The working assumption by both the Council and majority landowner is that undergrounding the pylons is technically and financially feasible (as has happened at the adjacent 'Harry Stoke' site).
- This feasibility will continue to be monitored and appropriate contingencies and mitigation are identified below.

#### *Flooding/drainage*

- The Ham Brook crosses the central portion of the site, and is culverted beneath the M32 to the eastern boundary.

- The strategic allocation has been subject to an SRFA Phase 1 study, and whilst the majority lies within Flood Risk Zone 1 part of the central area measuring approximately 15 hectares is at risk of flooding (i.e. within zones 2 and 3) and thus imposes a development constraint on the site.
- A concern identified by the EA is that potential development on this site will have a flood impact on areas of land and property outside the site. A Level 2 SFRA is currently being produced. More detailed Flood Risk studies will feed into this Level 2 study to define the flood risk areas more clearly and bring a greater level of certainty about the mitigation required. The EA is participating in these further technical studies. It is expected that any surface water drainage can be accommodated on site within sustainable urban drainage systems.
- Initial capacity studies indicate the proposed development can be accommodated within these constraints.

*Impact of all these issues on developable area, capacity and form of development*

- Ongoing work to assess impact of different scenarios on developable area and consequent development form/ density

**Diagram B M32 Corridor - Risk Assessment**

| POTENTIAL RISK   | LEVEL OF RISK | CONTINGENCY/ MITIGATION  |
|--|---------------|--|
| <b>Failure to assemble land</b>  |               |  |
| <ul style="list-style-type: none"> <li>- Cost of financing land holdings until development can commence.</li> <li>- Conflict over scale of contribution to infrastructure</li> </ul> | Medium        | <ul style="list-style-type: none"> <li>- Careful consideration of phasing to tie in with land holding requirements</li> <li>- Regular review of infrastructure requirements and costs in conjunction with development partners</li> </ul>  |
| <ul style="list-style-type: none"> <li>- Removal of land from Green Belt</li> </ul>  | Medium/low    | <ul style="list-style-type: none"> <li>- Early identification of very special circumstances required to remove land from the green belt</li> <li>- Ensure regular review and use to inform necessary planning process for the progression of the Stoke Gifford Transport Link</li> </ul>   |
| <b>Stoke Gifford Transport Link</b>  |               |  |
| <ul style="list-style-type: none"> <li>- MSB bid is unsuccessful</li> </ul>  | Medium/high   | <ul style="list-style-type: none"> <li>- Safeguard necessary land through policy</li> <li>- Consider other sources of funding</li> <li>- Consider temporary alternatives until necessary funds are available</li> <li>- Regular review of detailed design/ associated costs and impact on access and alignment arrangements, and form/ density of surrounding development</li> </ul> |
| <b>Impact of existing pylons on development</b>  |               |  |
| <ul style="list-style-type: none"> <li>- Unviable to underground pylons</li> <li>- Viable to underground only one set of pylons</li> </ul>   | Low           | <ul style="list-style-type: none"> <li>- Consider impact on developable area, capacity and form/ density of</li> </ul>   |

|   |            |  |
|---|------------|--|
|   |            | development through masterplanning process   |
| <b>Flood risk</b>                                   |            |  |
| - Extent of flood zones 2 and 3 cannot be mitigated | Medium/low | Consider impact on developable area, disposition of land uses, capacity and form/ density through masterplanning |

#### **New neighbourhood Implementation**

- Strategic allocation timetabled for delivery post-2016
- Masterplanning to inform production of Development Framework 2011-2012
- Adoption of Development Framework as SPD 2012
- Continued masterplanning to submission of outline application 2013
- Submission of Reserved Matters applications 2014-2016
- Implementation 2016 onwards

#### **SGTL implementation**

- Subject to outcome of MSC bid and contingencies identified above. On the basis of a successful bid implementation potentially beginning 2015/2016
- 3yr build programme

#### **Viability Testing**

71. It is anticipated that initial viability testing will take place during the preparation of the development brief. This will ensure that any viability issues that may affect delivery of the site are identified early in the programme and steps can be taken by the LPA and development partner to address viability.

#### **Monitoring Programme**

72. The anticipated programme for delivery of the housing opportunity is set out above. The LPA has set out a programme for the delivery of its work in conjunction with its development partner and progress on the milestones within the programme will be monitored at the regular design team meetings between the LPA and development partner.

73. The provision of the Stoke Gifford Transport Link is the key strategic infrastructural requirement to bring forward this site. Contingencies and potential mitigation measures are set out above. Beyond this requirement the site will generate its own set of needs that can be dealt with through the normal planning process.

74. The Annual Monitoring Report will set out the progress on the planning permission, identify completed housing numbers and act as a further monitoring tool in the delivery of the site.

#### **Conclusions**

75. The work undertaken to date by the LPA and the delivery partners has demonstrated that this site is available and capable of being delivered within the projected timeframe set out within the Core Strategy. The risks associated with delivery are capable of being mitigated.

## **Cribbs/ Patchway**

### **The Location**

76. This area is located within the Bristol North Fringe, close to the cluster of regionally important aerospace industries that makes this an area of strong economic activity. It is close to two junctions with the M5 (and the Almondsbury interchange with the M4) and the A38 that leads into Bristol City Centre. Residential communities exist nearby within both the administrative boundaries of South Gloucestershire (Patchway) and Bristol City Council (Henbury and Brentry).
77. The strategic allocation is located south east of the M5 and north of the Filton/Avonmouth freight railway line, incorporating both the Cribbs Causeway retail area and Patchway Trading Estate that lie north of Filton Airfield. Also included is an area south and west of Filton Airfield that comprises predominantly open pasture land. The strategic allocation measures approximately 235 hectares.
78. Cribbs Causeway is a long-standing commercial area that has developed in a piecemeal fashion over a number of years. It adjoins the working airfield at Filton that forms the focus of the aerospace cluster in the North Fringe. The proximity to this cluster, as well as Aztec West and Almondsbury Business Park, mean there are a wide range of job opportunities in the surrounding area.
79. Public transport linkages to the Cribbs Causeway retail area and central Bristol are good, with potential for improvement. There is also good access to the surrounding motorway and local road network at Junctions 16 and 17 of the M5, and the A4018 and A38, which lead directly into Bristol City centre.
80. The area north of Filton airfield comprises the largely commercial areas of Cribbs Causeway and Patchway Trading Estate. The former consists of a regional shopping mall, out-of-town shopping centre and other large-scale retail buildings, car showrooms and leisure facilities. The latter consists of warehouse and distributing uses that bound the residential community of Patchway to the east. Access to this area is largely via Junction 17 of the M5, although the area does carry significant levels of traffic east towards the A38 that leads into Bristol.
81. The area south of Filton airfield comprises open pasture land, incorporating public rights of way, that is currently accessed through the administrative boundary of Bristol City Council via Charlton Lane leading to Fishpool Hill. Clustered around Fishpool Hill are a small number of dwellings.

### **The Strategic Objectives**

82. The Core Strategy proposes the site will provide up to 1750 new homes within mixed-use new neighbourhoods that look towards a re-profiled Cribbs Causeway retail as a potential town centre. Initial capacity studies show this can be achieved together with any strategic mitigation that may be required.
83. Given the size of the allocation area and the varying aspirations for it the Cribbs/ Patchway allocation has been divided into two areas: north of Filton airfield (comprising the commercial areas of Cribbs Causeway and Patchway Trading Estate), and south of Filton airfield (comprising the open land bounded by the railway line, Wyck Beck road and Henbury Trym, and the airfield runway).
84. The strategic objectives for the northern area are focussed around the provision of mixed-use neighbourhoods and their associated infrastructure, and re-profiling Cribbs Causeway as a town centre. It is acknowledged that some development in the short-medium term may be needed to maintain the economic vitality and viability of the area and maintain the existing role of The Mall as a regional shopping centre. Notwithstanding this, however, the complex and numerous land ownerships across

the area, its current and future status in planning policy terms, and the nature and quantum of development required to achieve town centre status means this is predominantly a long-term objective with significant development timetabled for implementation towards the end of the plan period.

- 85. By contrast the southern area has fewer of these constraints, and it is likely that development will be able to come forward earlier in the plan period.
- 86. Creating two distinct areas will allow greater flexibility in dealing with the overall objectives for the strategic allocation. It is anticipated that the two areas will be quite different in nature, and will come forward at different stages of the plan period. Separating them in this way reflects this.
- 87. Key figures:

|   |        |
|---|--------|
| <b>Gross development Area</b>                         | 235 ha |
| <b>Flood Risk Zones 2 and 3<br/>(south area only)</b> | 14 ha  |

**Vision for the Site Development Approach**

- 88. The broad vision and strategic objectives for the site are set out in the Core Strategy policies for communities of the North Fringe of Bristol and the Cribbs/Patchway new neighbourhood. The Council is discussing with its main development partner the nature and scope of a series of technical studies that will inform the next stage of work to create a more detailed development vision for the site, an indicative master plan and set out key development principles and phasing of development which will be contained and amplified within a Master plan Framework.
- 89. The Master plan Framework will also contain a schedule of primary land uses, their broad location and land budget and will include a more detailed discussion on housing capacity/density ranges/potential range of types & tenures. It is envisaged that this work will be progressed in conjunction with the local community through design workshops and also in association with the development partners through design team meetings with the LPA.

**Sustainability Appraisals**

- 90. Sustainability Appraisal criteria and objectives were established at the start of the Core Strategy process. Sustainability Appraisals for the site at Cribbs/ Patchway have been carried out at each stage of the planning process and these will be revisited on completion of the development brief to evaluate the anticipated performance of the proposed development against these criteria and objectives.

**Cribbs/ Patchway North**

**The Strategic Objectives**

- 91. The site presents a unique opportunity to re-model a large commercial area that has developed in an uncoordinated, piecemeal fashion over some 30 years. In doing so it will allow the opportunity to create a more sustainable form of long-term development the majority of which, due to its strategic nature, is not expected to come forward in any significant manner until the end of the plan period.
- 92. The focus on this northern area will be to bring about a wider mix, intensification, and better integration of uses commensurate with aspirations towards town centre status.

The opportunity exists to provide a range of local uses that serve existing and developing residential communities in the area (Patchway and Charlton Hayes).

93. At the same time existing culture and leisure facilities close to strategic transport networks provides the opportunity to create a broader sub-regional range of uses commensurate with the role of a town centre. Such a range will provide enhanced facilities and a new focal point for existing and proposed communities nearby in line with the overall strategy for development.
94. Whilst the area already benefits from good public transport links, the North Fringe to Hengrove package also includes an extension of the proposed rapid transit system to Cribbs Causeway, which development would support.
95. In addition the nearby Charlton Hayes development has already provided a link road between Cribbs Causeway and the A38 (opened December 2010), and will further enable better east-west linkages from Junction 17 of the M5 to the A38 in the form of the Highwood Road improvements (resulting in a bus only corridor). These existing measures, and potential improvements to the public transport network in the area as a result of development, allow the potential for a more integrated public transport approach to the area and an easing of capacity through Junction 17.
96. Restructuring the area will allow the potential for significant improvement in the public realm, contributing towards a more pedestrian and cycle friendly environment and discouraging travel by private car.
97. Existing large-scale commercial uses, the proposed town centre aspirations, and existing and proposed residential communities also provide the opportunity to develop CHP/ district heating networks that would benefit the wider North Fringe area and support climate change mitigation.

### **Evidence Base**

98. Development partners, in conjunction with the LPA, are undertaking a series of technical studies that amplify the constraints and opportunities identified by the LPA at the earlier stages of the planning process. These are identified in detail below and will form the basis of the design response to the site. The identification of any technical/ infrastructural 'risks' to the delivery of the site are summarised in Diagram C.

#### Complete

- Constraints mapping (from Issues and Options)
- Landscape/ visual impact Assessments (from Issues and Options)
- Preliminary Archaeological/ cultural heritage surveys (from Issues and Options)
- Town Centre and Retail Study
- Employment Land Survey
- Renewable Energy Potential Study
- SFRA

#### Ongoing

- Assessment of Filton Airfield Operational Requirements – ongoing (LPA and key stakeholder)
- Supplementary Town Centre and Retail Study – ongoing (LPA and key stakeholder)
- Open Space Audit – ongoing (LPA)
- Utilities – IDP ongoing (LPA)

### **Strategic Issues (risks/ contingencies discussed below)**

*Land Assembly/ legal constraints*

- This area is in multiple ownership. The more significant landowners have indicated a willingness to work with the Council to comprehensively plan the whole area.
- The Council is continuing to discuss comprehensive proposals with other land holders in the area.
- Legal constraints in form of restrictive covenants on some land holdings protect the operation of Filton airfield and amount of designated car parking. These constraints are being identified and will inform the masterplanning of the area.

*Policy framework*

- At the centre of the Cribbs Causeway retail area is The Mall – a regional out-of-town shopping centre. Issues surrounding The Mall’s current planning status, and any growth permissible as a result of the strategic allocation and broader aspirations, will need careful consideration.
- Work in this regard between the Council and development partners is currently being scoped.
- The relationship between the policy framework (i.e. Core Strategy and any subsequent DPD that might formally designate town centre status), the timing of development, and availability of sites for development in line with strategic allocation will need careful consideration to maintain development aspirations.

**Diagram C Cribbs/ Patchway North Risk Assessment**

| POTENTIAL RISK  | LEVEL OF RISK | CONTINGENCY/ MITIGATION   |
|---|---------------|---|
| <b>Failure to assemble land</b>   |               |   |
| <ul style="list-style-type: none"> <li>- Landowners unwilling to work with each other/ developers.</li> <li>- Conflict over scale/ equalisation of contribution to infrastructure</li> <li>- Piecemeal applications/ development occurs</li> <li>- Lack of agreement to broad Concept Statement/ timetable for development</li> </ul> | High          | <ul style="list-style-type: none"> <li>- Preferred approach is land assembly through negotiation.</li> <li>- Equalisation Agreement between developers/ LPA held fund for contributions to infrastructure requirements where responsibility shared</li> <li>- Careful consideration of phasing to tie in with land holding requirements/ provision of any additional infrastructure.</li> <li>- Ensure agreement to, and conformity with, North Area Concept Statement</li> </ul> |
| <b>Protection of Filton Airfield</b>  |               |   |
| <ul style="list-style-type: none"> <li>- Existing development likely to have restrictive covenants re: height/ form of buildings to protect airfield operation – impact on level of development achievable</li> </ul>   | Medium        | <ul style="list-style-type: none"> <li>- Consider through masterplanning disposition of land uses to focus less sensitive uses closer to airfield</li> </ul>  |
| <b>Policy framework</b>   |               |   |
| <ul style="list-style-type: none"> <li>- Lack of formal town centre designation in Core Strategy may restrict level of development in short term, and therefore affect landowner relationships, potential for, and/ or timing of, development</li> </ul>  | High/ medium  | <ul style="list-style-type: none"> <li>- Consider wording of Core Strategy policy to set targets for achieving ‘town centre’ status</li> <li>- Consider/ seek to co-ordinate development proposals with subsequent</li> </ul>   |

|  |  |   |
|--|--|---|
|  |  | <p>DPDs that might designate as town centre</p> <ul style="list-style-type: none"> <li>- Consider feasibility of setting targets with Development Framework for achieving town centre status, to be formalised in subsequent DPD</li> </ul> |
|--|--|---|

### **New neighbourhood Implementation**

- Strategic allocation not constrained by timetable for delivery
- Masterplanning to inform production of Development Framework 2011-2012
- Adoption of Development Framework as SPD 2012
- Scale and nature of proposals combined with complexity of land holdings mean significant development unlikely to come forward before 2020

### **Viability Testing**

99. It is anticipated that initial viability testing will take place during the preparation of the development brief. This will ensure that any viability issues that may affect delivery of the site are identified early in the programme and steps can be taken by the LPA and development partner to address viability.

### **Monitoring Programme**

100. The anticipated programme for delivery of objectives for this area is set out above. The LPA has set out a programme for the delivery of its work in conjunction with development partners and progress on the milestones within the programme will be monitored at the regular design team meetings between the LPA and development partners.

101. There are no strategic infrastructural requirements to bring forward this site. The site will generate its own set of needs that can be dealt with through the normal planning process.

102. The Annual Monitoring Report will set out the progress on the planning permission, identify completed housing numbers and act as a further monitoring tool in the delivery of the site.

### **Conclusion**

103. The work undertaken to date by the LPA and the delivery partners has demonstrated that this site is available and capable of being delivered within the projected timeframe set out within the Core Strategy. The northern area has no strategic infrastructural requirements due to the existing uses. The risks associated with delivery are capable of being mitigated.

## **Cribbs/ Patchway South**

### **The Strategic Objectives**

104. The focus of the southern area will be to provide residential development to address the imbalance of jobs and housing in the North Fringe. An appropriate quantum of residential development will further support the creation of local facilities in the northern area.

105. In addition Henbury Trym offers the potential to create an improved landscape and amenity asset for the area. In doing so it can fulfil strategic objectives of creating legible public realm, high quality landscaped areas and amenity routes.

106. The protection of the operation of Filton airfield is crucial to the overall strategy for development in the North Fringe. It is therefore imperative that development in this location does not adversely affect the ability of Filton airfield to continue its normal operations by reason of proximity or noise constraints.

107. Existing large-scale commercial uses nearby combined with proposed residential development provides the opportunity to develop CHP/ district heating networks that would benefit the wider North Fringe area and support climate change mitigation.

### **Evidence Base**

108. Development partners are undertaking a series of technical studies that amplify the constraints and opportunities identified by the LPA at the earlier stages of the planning process. These are identified in detail below and will form the basis of the design response to the site. The identification of any technical/ infrastructural 'risks' to the delivery of the site are summarised in Diagram D.

#### Complete

- Constraints mapping (from Issues and Options)
- Strategic Housing Market Assessment
- Landscape/ visual impact Assessments (from Issues and Options)
- Preliminary Archaeological/ cultural heritage surveys (from Issues and Options)
- Renewable Energy Potential Study (LPA)

#### Ongoing

- Survey work being carried out re: Ecology, agricultural land assessment, arboriculture, traffic modelling, flood risk – ongoing (LPA & development partners)
- Assessment of Filton Airfield Operational Requirements – ongoing (LPA & key stakeholders)
- Open Space Audit – ongoing (LPA)
- Utilities – Infrastructure Delivery Plan ongoing (LPA)

### **Strategic Issues (risks/ contingencies discussed below)**

#### *Land Assembly/ legal constraints*

- The majority of land south and west of Filton airfield is controlled by two developers, one either side Charlton Lane/ Fishpool Hill that runs north-south through the middle of the area. Both partners have indicated a willingness to work with the Council to comprehensively plan the whole area in order that it can be delivered within the plan period.
- The area contains two pieces of common land – land at Fishpool Hill in the centre of the area, and Charlton Common to the eastern boundary. The legal and common law issues of whether access over this land, particularly over Charlton Common, can be improved are being investigated by the LPA and development partners. At this stage the concept of a continuous route through the entire area from Charlton Common in the east to Wyck Beck Road in the west, avoiding cul-de-sac development and reducing the impact of traffic solely on Wyck Beck Road, is seen as integral to the realisation of a sustainable development in this location.

#### *Protection of operational requirements of Filton Airfield*

- Any development adjacent to Filton airfield needs to take into consideration the nature of this use and the noise constraints it imposes on the surrounding area.
- The LPA acknowledges the importance of the airfield and its continued operation to the wider Bristol North Fringe.

- The LPA is in discussion with key stakeholders to establish both the precise, current noise impacts of the airfield's operation, and its anticipated future operational requirements and thus noise impacts it may have.
- Initial capacity studies indicate that development can be accommodated in this area in a form indicated in the Core Strategy key diagram that would be in accordance with current legislative guidance (PPG24).

*Flooding/drainage*

- Henbury Trym runs along the western boundary of this area, and approximately 14 hectares of land is within Flood Zones 2, 3a and 3b.
- The site has been subject to a Level 1 SFRA. A Level 2 SFRA is currently being produced. More detailed Flood Risk studies will feed into this Level 2 study to define the flood risk areas more clearly and bring a greater level of certainty about the mitigation required. The EA is participating in these further technical studies.
- It is expected that any surface water drainage can be accommodated on site within sustainable urban drainage systems.

**Diagram D Cribbs/ Patchway South Risk Assessment**

| POTENTIAL RISK  | LEVEL OF RISK | CONTINGENCY/ MITIGATION   |
|---|---------------|---|
| <b>Failure to assemble land</b>   |               |   |
| <ul style="list-style-type: none"> <li>- Landowners unwilling to work with each other/ developers.</li> <li>- Effort of assembling sites.</li> <li>- Conflict over scale of contribution to infrastructure</li> <li>- Piecemeal applications/ development occurs</li> </ul> | Medium        | <ul style="list-style-type: none"> <li>- Preferred approach is land assembly through negotiation.</li> <li>- Careful consideration of phasing to tie in with land holding requirements.</li> <li>- Ensure agreement to, and conformity of piecemeal applications with, Concept Statement</li> </ul>   |
| <b>Protection of Filton Airfield</b>  |               |   |
| <ul style="list-style-type: none"> <li>- Development in close proximity to airfield disrupts/ constrains airfield operation</li> </ul>  | High          | <ul style="list-style-type: none"> <li>- Establish extent of noise exposure categories for current and future airfield operation</li> <li>- Consider through masterplanning disposition of land uses to focus less sensitive uses closer to airfield</li> <li>- Consider through masterplanning location of employment uses adjacent to airfield to support aerospace industry in the area</li> </ul> |
| <b>Flood risk</b>   |               |   |
| <ul style="list-style-type: none"> <li>- Extent of flood zones 2 and 3 cannot be mitigated</li> </ul>   | Medium/ low   | <ul style="list-style-type: none"> <li>- Consider impact on developable area, disposition of land uses, capacity and form/ density through masterplanning</li> </ul>  |
| <b>Common Land</b>  |               |   |
| <ul style="list-style-type: none"> <li>- Common land law precludes development to facilitate access</li> </ul>  | Medium        | <ul style="list-style-type: none"> <li>- Consider legal implications of Common Land to allow</li> </ul>   |

|   |  |  |
|---|--|--|
| <p>- Legal ownership of common land precludes development</p> |  | <p>access over</p> <ul style="list-style-type: none"> <li>- Investigate alternative means of access to common land</li> <li>- Consider impacts on area capacity if only one point of access is achievable</li> </ul> |
|---|--|--|

### **New Neighbourhood Implementation**

- Strategic allocation not constrained by timetable for delivery
- Masterplanning to inform production of Development Framework 2011-2012
- Adoption of Development Framework as SPD 2012
- Potential application(s) in line with Concept Statement mid-2012

### **Viability Testing**

109. It is anticipated that initial viability testing will take place during the preparation of the development brief. This will ensure that any viability issues that may affect delivery of the site are identified early in the programme and steps can be taken by the LPA and development partner to address viability.

### **Monitoring Programme**

110. The anticipated programme for delivery of the housing opportunity is set out above. The LPA has set out a programme for the delivery of its work in conjunction with its development partner and progress on the milestones within the programme will be monitored at the regular design team meetings between the LPA and development partner.

111. There are strategic infrastructural requirements to bring forward this site. The approach to the delivery of these requirements is set out above and in the IDP. The site will also generate its own set of needs that can be dealt with through the normal planning process. The Annual Monitoring Report will set out the progress on the planning permission, identify completed housing numbers and act as a further monitoring tool in the delivery of the site.

### **Conclusion**

112. The work undertaken to date by the LPA and the delivery partners has demonstrated that this site is available and capable of being delivered within the projected timeframe set out within the Core Strategy. The risks associated with delivery are capable of being mitigated.

## Thornbury Park Farm

### The Location

113. The housing opportunity area at Park Farm is located to the north west of the town centre, adjacent to an existing housing estate. The site measures approximately 26 hectares. The site is within walking distance of primary and secondary schools, local community and health facilities. The town centre is a 10 minute walk from the centre of the site.
114. The primary site access is from Butt Lane, which gives access to Moreton Way and the Gloucester Rd. There are public transport services in the vicinity that are capable of delivering an enhanced service to the site through a planned new transport link. The area is crossed by a network of public footpaths that link to the adjacent housing areas.
115. The area is in agricultural use. It is classified as Grade two land, but with significant blocks of Grade 3 land. The area has no local or national designations for ecology. However, there are areas of ecological interest within the stream corridor and some of the hedgerows.
116. The area has heritage significance. There are listed farm buildings on the site and Thornbury Castle, which is a Grade 1 Listed Building, is located adjacent to the area. The Castle Street Conservation Area abuts the site. There are also mediaeval fish ponds to the east of the area, set in a landscape buffer. The land once formed part of a deer park, although there is little residual evidence of this use.
117. The area has landscape quality and there are localised views of significance along the immediate boundary of the site and across the site to the church tower and to the listed farm buildings. However, the land is low lying and longer distance views are very limited. There is also very limited visual connection with Thornbury Castle. There are significant individual and groups of trees within the site that form focal points within the site.
118. The area is identified as being in Flood Zone 1. The flood risk maps for Thornbury are out of date and need to be upgraded. The major concern identified by residents and the EA is that potential development can manage surface water drainage and any fluvial flooding arising from the stream corridor on site.
119. There is a major sewer running across the site. All other utilities are available. There are no significant strategic infrastructural requirements in bringing forward this site.
120. The land is in a single ownership and there is an identified development partner available to bring forward the site within the plan period.

### Key Figures

|   |       |
|---|-------|
| <b>Gross development Area</b>           | 26ha  |
| <b>Land required for transport Link</b> | 1.5ha |

## **The Strategic Objectives**

121. The Core Strategy proposes the site will provide up to 500 new homes with supporting facilities and infrastructure. Initial capacity studies show that this can be achieved, together with any specific mitigation required as a result of transport, landscape or heritage issues. Initial technical studies also demonstrate that any surface water drainage and fluvial floodwater from the stream corridor can be accommodated on site. Both the EA and the IDB are engaged in the technical studies.
122. The local community has identified one of its key objectives to be the consolidation of Castle School onto one site and the need to support the town centre. The site is immediately adjacent to Castle School and offers the potential to provide land to achieve this consolidation.
123. There is emphasis placed by the local community on the need to provide homes for families to support primary school rolls, and older people who may be looking to 'downsize'. There is potential to achieve this objective through providing a range of types and tenures of housing on the site.
124. The community has also identified that the site must be capable of integration with the existing community and give more direct access to the town centre. There is an opportunity to create a second transport link from the site across land owned by Castle School to Castle Street, which will increase the site's connection to the existing community and the town centre. The school have indicated their support in principle for this link.
125. The local community has indicated that it places great value on the heritage and landscape assets within and adjacent to this area. Technical studies are ongoing to assess the significance of these assets and to identify what mitigation can be achieved to maintain and enhance the assets.

## **Site Development Approach**

126. The broad vision and strategic objectives for the site are set out in the Core Strategy policies for Thornbury and the housing opportunity area. The development partner is currently preparing a series of technical studies that will inform the next stage of work in forming a more detailed development vision for the site, creating an indicative master plan and setting out key development principles which will be contained and amplified within a development brief. These studies will be published as part of the masterplanning workshop process. The brief will also contain a schedule of primary land uses and areas and include a discussion on site capacity/density ranges/potential range of types & tenures. It is envisaged that this work will be progressed in conjunction with the local community through design workshops and also in association with the development partner through design team meetings with the LPA.

## **Sustainability Appraisals**

127. Sustainability Appraisal criteria and objectives were established at the start of the Core Strategy process. Sustainability Appraisals for the housing opportunity site at Thornbury have been carried out at each stage of the planning process and these will be revisited on completion of the development brief to evaluate the anticipated performance of the proposed development against these criteria and objectives.

## **Evidence Base**

128. The LPA and development partner have undertaken a series of technical studies that amplify the constraints and opportunities identified by the LPA at the earlier stages of the planning process. These are identified in detail below and will

form the basis of the design response to the site. The identification of any technical/infrastructural 'risks' to the delivery of the site are summarised in Diagram E.

#### Complete

- Ecological Assessment from Issues and Options
- Agricultural Land Assessment from Issues and Options
- Constraints mapping (from Issues and Options)
- Strategic Housing Market Assessment
- SFRA 1 (complete)
- Renewable Energy Potential Study
- Education – LA Strategy and Developers Guide
- Facilities Identification (from Issues and Options)

#### Ongoing

- Ecological Assessment – Developer technical Study and LPA response (ongoing)
- Arboricultural Assessment – Developer technical Study and LPA response (ongoing)
- Agricultural Land Assessment - Developer technical Study and LPA response (ongoing)
- Hydraulic Modelling Report - Developer technical Study ongoing
- Landscape/ visual impact assessment – Developer technical Study and LPA response (ongoing)
- Site specific FRA – ongoing (EA & IDB engaged)
- Renewable Energy Potential – Developer technical Study and LPA response (ongoing)
- Environmental Health – Noise & Air quality ongoing -Developer technical Study and LPA response (ongoing)
- Heritage – Archaeological Assessment, Historic Landscape Appraisal, Developer technical Studies and LPA response (ongoing)
- Highways & Transport Assessment - Developer technical Study and LPA response (ongoing).
- Education Caste School feasibility study – ongoing (LPA)
- Open Space Audit – ongoing (LPA)
- Utilities – IDP ongoing live document
- Facilities Audit – ongoing LPA
- Infrastructure – no major infrastructure issues

#### **Key issues (risks/ contingencies discussed below)**

##### *Flooding/drainage*

SFRA 1 identified site as level 1. No up to date modelling of flood zones for Thornbury. Ongoing work to update flood maps and assess mitigation required

##### *Heritage*

Impact on Conservation area, Listed Buildings (Thornbury Castle & Park Farm buildings) Mediaeval Fishponds and Historic Park. Ongoing work to assess impact/mitigation

##### *Education*

Consolidation of Castle school on one site ( relocate 6<sup>th</sup> form centre). Ongoing work to assess feasibility/costs

##### *Transport Link*

Link to town centre over school land. Ongoing studies to determine impact and mitigation, land required for link.

*Impact of all these issues on developable area, capacity and form of development*  
 Ongoing work in conjunction with development partner to assess impact of different scenarios on developable area and consequent land budget/development form/ density

**Diagram E – Thornbury Risk Assessment**

| POTENTIAL RISK   | LEVEL OF RISK | CONTINGENCY/ MITIGATION   |
|--|---------------|---|
| <b>Flooding/Drainage</b>   |               |   |
| Flood Risk is increased  | Low/medium    | Current Flood Risk is identified as Level 1<br>Investigate opportunities to mitigate on site<br>Consider impact on developable area, disposition of land uses, capacity and form/ density through masterplanning  |
| <b>Heritage</b>  |               |   |
| - Significant Heritage 'finds'   | Low           | Work has previously been undertaken on significance of heritage assets during listing and Conservation Area designation. Potential to mitigate. Consider impact of mitigation on developable area, disposition of land uses, capacity and form/ density through masterplanning                  |
| <b>Education</b>   |               |   |
| Non delivery of land for consolidation of Castle School site   | medium        | Level of contribution based on pupil figures arising from development/availability of places. Viability testing<br>Relates to land swap for delivery of transport link across school site.<br>Contingency is to consider relocation of 6 <sup>th</sup> form on LPA land closer to Castle School |
| <b>Transport Link</b>  |               |   |
| non delivery of transport link owing to failure of land swap with school. Lack of integration with community | Low           | School/LEA accept principle of link.<br>Public transport route to be taken through site from Butts Lane( under investigation as alternative)<br>Gate to school site from development<br>Improve existing footpath links/consider upgrading to cycle links                                       |

**New neighbourhood Implementation**

Core Strategy housing trajectory (2009 to 2015- 180 houses, 2015 to 2020- 320 houses)

- Development Framework Jan – July 2011. Draft available at EIP
- Adoption of Development Framework as SPD post EIP (Sept 2011)
- submission of outline application at EIP Sept 2011
- Detailed Design Guidance 2011- 2012
- Submission of Detailed applications 2012-
- Implementation phase 1 2013 – 15
- Implementation Phase 2 2015-20

### **Viability Testing**

129. It is anticipated that initial viability testing will take place during the preparation of the development brief. This will ensure that any viability issues that may affect delivery of the site are identified early in the programme and steps can be taken by the LPA and development partner to address viability.

### **Monitoring Programme**

130. The anticipated programme for delivery of the housing opportunity is set out above. The LPA has set out a programme for the delivery of its work in conjunction with its development partner and progress on the milestones within the programme will be monitored at the regular design team meetings between the LPA and development partner.

131. There are no strategic infrastructural requirements to bring forward on this site. The site will generate its own set of needs that can be dealt with through the normal planning process.

132. The Annual Monitoring Report will set out the progress on the planning permission, identify completed housing numbers and act as a further monitoring tool in the delivery of the site. Actual performance will be compared to the trajectories. Where this performance is broadly in line with the trajectory and future performance is expected to achieve the rate of development indicated, then no action will be taken. Where there is a significant divergence from the trajectory, the LPA will consider the following actions

- re-assess the need and demand for housing,
- implementing different phasing, considering the quantity, mix or categories of land
- Examine policy or development control processes

to enable development to occur.

### **Conclusions**

133. The work undertaken to date by the LPA and the delivery partner has demonstrated that this site is available and capable of being delivered within the projected timeframe set out within the Core Strategy. The risks associated with delivery are low and are capable of being mitigated.

## **Appendix A Council Background Documents**

Sustainable Communities Strategy 2008  
Statement of Community Involvement (SCI) 2008  
Sustainability Appraisal Scoping Report & Framework 2008

Strategic Flood Risk Assessment Level 1

Joint Local Transport Plan & JLTP Delivery report 2006

Potential for Renewable and Low Carbon Energy in South Gloucestershire

Employment and Non residential Land Availability Review  
Employment Land Review Stages 1,2 & 3

West of England Strategic Housing Market Assessment  
Residential Land Availability Survey 2009 & 2010  
Strategic Housing Land Availability Assessment

Core Strategy Issues and Options Consultation and responses  
Core Strategy Issues and Options Community Profiles  
Core Strategy Issues and Options Initial Sustainability Appraisals