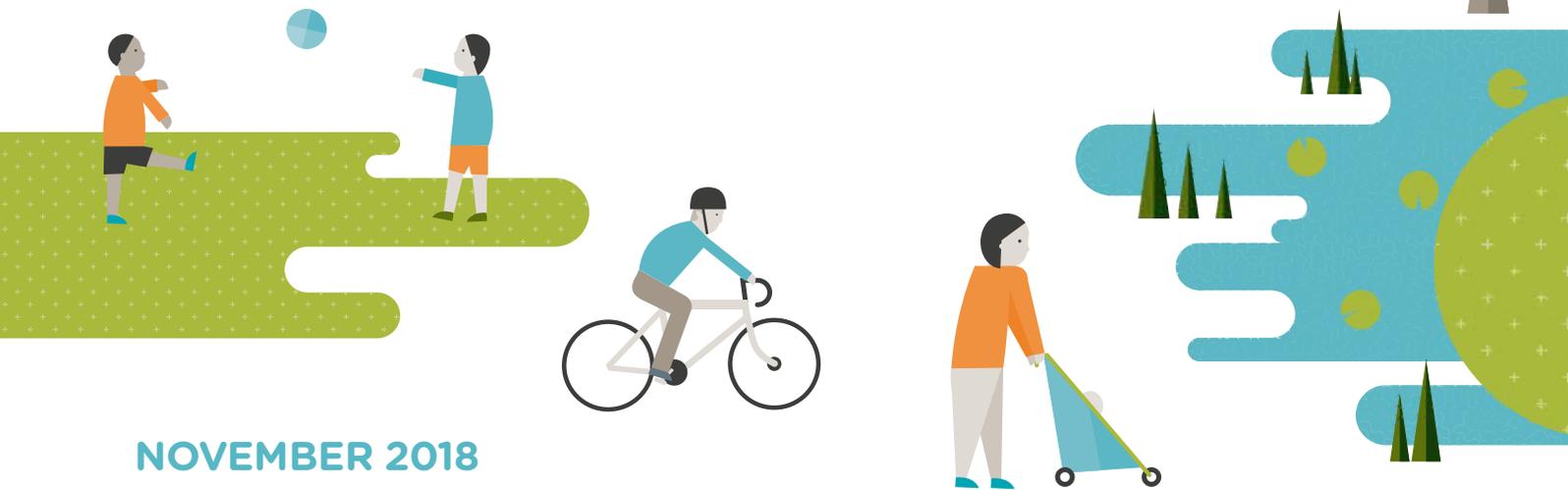


# West of England Joint Spatial Plan

Justification of the requirements for the  
12 Strategic Development Locations  
7.3 Bath Road, Brislington



NOVEMBER 2018

**Joint Spatial Plan Examination**

**WED 004C: Justification of the requirements for the 12 Strategic Development Locations in Policy 7.1 - 7.12 (Nov 2018)**

**SDL Policy 7.3 Bath Road, Brislington, Bristol**

Introduction

1. The Bath Road Brislington SDL provides an opportunity for the creation of a new neighbourhood in Bristol with good links to the city centre and the countryside beyond Bristol’s boundaries. It is dependent on, and would support the delivery of key transport infrastructure: Callington Road Link / A4 Rapid Transit Scheme; and the relocation of the Brislington Park and Ride to a more optimal location close to the Hicks Gate Roundabout.
  
2. Technical work published through the Locational Dashboards (**SD11C**), and SDL Templates (**SD11A**) identified constraints to potential development for strategic growth at this location, at that stage a wider area. As set out in Appendix 5 to the Consolidated Sustainability Appraisal Report (WED 009), this SDL replaced the earlier ‘SE Bristol Hicks Gate’ SDL that was rejected at the Towards the Emerging Spatial Strategy stage. It was reintroduced in a different form after further investigation, including relocation of the existing park and ride (P&R) site. These changed circumstances allowed for a more positive development opportunity that was considered able to minimise the negative effect on the landscape previously identified through the SA. Topic Paper 2 SD7A at paragraph 4.12 sets out the exceptional circumstances for releasing locations from the Green Belt, including at Bath Road Brislington. The deliverability of land at this location has been informed by call for sites (**SD11F**) information indicating land availability. The strategic principles and infrastructure requirements are also supported by the Transport Topic Paper (**SD16A**) and Joint Transport Study (**SD16B**),

	<b>JSP Criteria</b>	<b>Reasoned Justification</b>	<b>Proposed Amendments</b>
<b>1</b>	<i>Provision of at least 750 new homes</i>	<p>Policy 7.3 is seeking a higher density to maximise the efficient use of land given the location of the site with excellent links to city centre jobs, services and facilities; whilst:</p> <ul style="list-style-type: none"> <li>• retaining green infrastructure, including hedgerows and space for recreation;</li> <li>• addressing/surface water drainage issues;</li> <li>• providing space for the maintenance of the watercourse;</li> <li>• making provision for the potential need for ancillary uses;</li> <li>• addressing potential historic mining and quarrying on the site; and</li> <li>• providing space for transport infrastructure.</li> </ul> <p>The figure of 750 is based on an assessment of the constraints and opportunities of the SDL as set out in document SD11A and application of higher densities than the standard approach. This is consistent with the adopted Bristol Local Plan (Core Strategy</p>	

		Policy BCS20, WED300), proximity of the location to Bristol and the desire to optimise development capacity.	
<b>2</b>	<i>Mix of uses to be provided in accordance with masterplanning process</i>	<p>A masterplan is required given the large size of the SDL and to ensure comprehensive development, including the potential provision of ancillary uses to support housing-led development.</p> <p>The SDL is not considered to be a strategic employment location because it is proposed as a new community within Bristol and as such will benefit from proximity and good connectivity to existing and new employment opportunities in Bristol. These opportunities will include the strategic employment locations identified in Policy 4 of the JSP in Bristol City Centre and at Temple Quarter Enterprise Zone.</p>	
<b>3</b>	<i>Retention and incorporation of hedgerows into development, including the hedgerows along Scotland Lane</i>	The NPPF directs that local planning authorities should plan positively for the creation, protection, enhancement and management of biodiversity networks and green infrastructure. There is a network of high quality green infrastructure throughout the SDL, particularly hedgerows.	
<b>4</b>	<i>The Sustainable Drainage Systems (SuDS) strategy will include surface water runoff management measures to remediate existing issues on the Scotland Bottom watercourse and Scotland Lane</i>	Surface water drainage and flood risk issues have been identified in the area of the SDL, both on, upstream and downstream of it, as referenced in SD 11A. Requiring the provision of SuDS including surface water runoff management measures will ensure that development within the SDL will not exacerbate existing surface water drainage issues.	
<b>5</b>	<i>Provision of a linear recreational park incorporating Scotland Bottom watercourse to allow for maintenance of the watercourse and the protection and enhancement of nature conservation. The park should include walking and cycling routes</i>	<p>A linear recreational park is required given size of the development and its location in an area not currently well served by children's space, formal space or informal space (indicated by the Bristol Parks and Green Spaces Strategy - Adopted February 2008 (WED302)).</p> <p>National policy in the NPPF sets out at Paragraph 17 the core planning principles, which include contributing to conserving and enhancing the natural environment, and to actively manage patterns of growth to make the fullest possible use of walking and cycling.</p> <p>The quantum and location of open space should be established through the masterplanning process taking into account the above requirements.</p>	

6	<i>Avoidance of unnecessary sterilisation of coal resources within the Minerals Safeguarding Area</i>	<p>There is a potential requirement for extraction of surface coal resources in the area.</p> <p>Policy DM38 of the Site Allocations and Development Management Policies Local Plan (WED301) prevents the unnecessary sterilisation of surface coal resources. The Coal Authority, as the owner of coal seams and mine workings on behalf of the state, has published mapped data for Bristol showing the Surface Mining Coal Resource Area (“SMCRA”). Parts of the SDL are within the SMCRA. Within the SMCRA, the Coal Authority seeks consideration of the potential extraction of surface coal resources prior to development taking place, in order to prevent unnecessary sterilisation of the resource, and this criterion reflects that position.</p>	
7	<i>Financial contributions to the provision of primary school places off site</i>	<p>A need for new school places would be generated by the development of the SDL. Financial contributions to the off-site delivery of school places would be required. Submission Document SD11A notes that financial contributions to the off-site delivery of school places would be required. The requirement to provide financial contributions to the delivery of school places is based on an assessment by the Local Education Authority of existing provision within the area and on the legal requirement to meet the educational needs of the pupils anticipated in the proposed development.</p> <p>Further work is required to determine precisely how many school places will be required (which will be partly determined by the precise housing mix on site and the changing demographics of the area as a whole, which affects school places within existing schools).</p> <p>Current analysis by the Local Education Authority, suggests that a 750 dwelling SDL would generate the need for an expansion in capacity in the area of 1 form entry for primary place provision and 0.5-1 form entry for secondary place provision.</p>	Financial contributions to the provision of <del>primary</del> school places off site
8	<p><i>The provision of key transport infrastructure in advance of development including:</i></p> <p><i>i) relocation of Brislington Park &amp; Ride to land near Hicks Gate Roundabout within Bath and North East Somerset;</i></p>	<p><b>Clause i)</b> Land at Bath Road, Brislington is proposed as a new community within Bristol. The Brislington Park &amp; Ride site is situated on land included within the SDL and needs to be relocated to unlock the site and allow for development to be contiguous with the existing urban area.</p> <p>Document SD16A para 4.3 outlines the transport programme to address the needs generated by SDL. This comprises both strategic interventions and more localised</p>	

<p><i>ii) Callington Road Link / A4 Rapid Transit Scheme;</i></p> <p><i>iii) widening of the A4 strategic road network corridor to provide public transport infrastructure inbound and outbound, and an adjacent strategic greenway providing walking and cycling paths with links across Bath Road, and a landscape frontage alongside the A4.</i></p>	<p>improvements and is designed to improve travel choices (and maximise opportunities for mode shift) and mitigate the impacts of additional traffic. Table 4.1 shows the requirement for the relocation of the existing Park &amp; Ride site. Document SD16B outlines the benefits of relocating Brislington Park &amp; Ride.</p> <p><b>Clause ii)</b>          Development of the SDL is dependent on the Callington Road Link and A4 Metrobus/Rapid Transit Scheme due to the existing severe congestion along the A4 corridor. Document SD16A para 4.3 outlines the transport programme to address the needs generated by SDL. This comprises both strategic interventions and more localised improvements and is designed to improve travel choices (and maximise opportunities for mode shift) and mitigate the impacts of additional traffic. Table 4.1 shows the requirement for the Callington Road Link / A4 Rapid Transit Scheme. Document SD16B further outlines the requirement for the Callington Road Link / A4 Rapid Transit Scheme.</p> <p>The Callington Road Link would relieve congestion at the A4 Bath Road junction with West Town Lane. Delays at this junction currently cause traffic to queue back, past the site, to Hicks Gate roundabout in peak periods and along Callington Rd. This queue currently goes past the access points to the SDL and would be severely exacerbated by its development.</p> <p><b>Clause iii)</b>          Development of the site is dependent on Callington Road Link and A4 Metrobus/Rapid Transit due to the existing severe congestion along the A4 corridor. Document SD16A para 4.3 outlines the transport programme to address the needs generated by SDL. This comprises both strategic interventions and more localised improvements and is designed to improve travel choices (and maximise opportunities for mode shift) and mitigate the impacts of additional traffic.</p> <p>Widening of the A4 strategic road network corridor forms part of the A4 Rapid Transit Scheme which would relieve existing congestion on Bath Road.</p> <p>NPPF paragraph 30 states local planning authorities should encourage solutions which support reductions in greenhouse gas emissions and reduce congestion and therefore</p>	
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		<p>support a pattern of development which facilitates the use of sustainable modes of transport.</p>	
<p><b>9</b></p>	<p><i>Other transport improvements:</i></p> <p><i>iv) A4 – A37 link, which may incorporate a MetroBus route;</i></p> <p><i>v) Review the use of Scotland Lane, in light of delivering the A4-A37- south Bristol link, to reduce through traffic and provide walking and cycling facilities;</i></p> <p><i>vi) Extending and improving cycle routes to Bristol, Keynsham; and to the countryside to the south.</i></p>	<p><b>Clause iv)</b>                  Document SD16A para 4.3 outlines the transport programme to address the needs generated by SDL. This comprises both strategic interventions and more localised improvements and is designed to improve travel choices (and maximise opportunities for mode shift) and mitigate the impacts of additional traffic. Table 4.1 shows the requirement for A4 - A37 link.</p> <p><b>Clause v)</b>                  Scotland Lane is a narrow-hedged lane which is not suitable for high volumes of traffic and is important to the landscape character of the area. Therefore, it is appropriate to retain the rural character of Scotland Lane and utilise it for walking and cycling rather than vehicular access. Document SD16A para 4.3 outlines the transport programme to address the needs generated by SDL. This comprises both strategic interventions and more localised improvements and is designed to improve travel choices (and maximise opportunities for mode shift) and mitigate the impacts of additional traffic. Table 4.1 shows the requirement for local highway improvements.</p> <p>NPPF paragraph 35 states developments should be located and designed where practical to give priority to pedestrian and cycle movements, and create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians. Paragraph 58 of the NPPF requires plans to be based on an understanding and evaluation of an area’s defining characteristics, and establish a strong sense of place using streetscapes, also responding to local character and history, reflecting the identity of local surroundings.</p> <p><b>Clause vi)</b>                  The Vision for the Bath Road SDL is for a new neighbourhood with good connections to central Bristol, the wider city and the countryside beyond Bristol’s boundaries. Extended and improved cycle routes are required to achieve this. Document SD16A para 4.3 outlines the transport programme to address the needs generated by SDL. This comprises both strategic interventions and more localised improvements and is designed to improve travel choices (and maximise opportunities</p>	

	<p>for mode shift) and mitigate the impacts of additional traffic. Table 4.1 shows the requirement for local highway improvements.</p> <p>NPPF paragraph 17 supports the fullest possible use of public transport, walking and cycling.</p> <p>NPPF Paragraph 30 requires local planning authorities to support a pattern of development which facilitates the use of sustainable modes of transport. Paragraph 35 of the NPPF states plans should protect and exploit opportunities for the use of sustainable transport modes, noting that priority should be given to pedestrian and cycle movements, and safe and secure layouts should be created which minimise conflicts between traffic and cyclists or pedestrians.</p>	
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