



West of England Joint Spatial Plan

Justification of the requirements for the
12 Strategic Development Locations
7.11 Thornbury



NOVEMBER 2018

Joint Spatial Plan Examination

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

SDL Policy 7.11 Thornbury

Introduction

1. Strategic developments already planned in South Gloucestershire (Core Strategy 2013) have been focussed in large extensions to the north and east fringe of the Bristol urban area and Yate and Thornbury. Strategic development in Thornbury and complementary development at Buckover Garden Village will assist in addressing housing needs and demand for new homes in the north of the district where there has been relatively little significant planned growth in recent decades. It will contribute to the provision of a wider range of locational options for new housing and employment across the district. However, speculative applications have already formed the major part of the JSP's planned further strategic growth in Thornbury. Development in this location (east of Thornbury) is also outside the Green Belt.
2. Thornbury is a freestanding market town, with a wide variety of services and facilities which provides a sustainable location for this strategic level growth. Planned remaining growth would serve to complete the eastern expansion of the town along Morton Way and provides the opportunity to offer new local employment opportunities to better align homes and jobs. Housing growth will contribute to sustaining the town centre and strengthen local services consolidating its role as a local service centre. It will assist the case for a step change in strategic public transport provision in the locality through the extension of Metrobus to Thornbury and Buckover Garden Village which will improve access to major employment and higher level services and facilities in the Bristol north fringe, central Bristol and at the Science Park. There is potential to reinforce recreational access and green infrastructure objectives in the green gap between the east of Thornbury and Buckover Garden Village. Additional employment land would assist sustainability objectives.
3. Technical work published through the Locational Dashboards (**SD11C**), and SDL Templates (**SD11A**) identified potential for strategic growth at this location. This was informed by call for sites (**SD11F**) information indicating land availability. These locations are set within the wider Spatial Strategy underpinning the JSP.

	JSP Criteria	Reasoned Justification	Proposed Amendments
1	<p><i>A maximum of 500 dwellings, including affordable housing, to be developed within the plan period.</i></p>	<p>Submission Document SD11C (p26) indicates potential for additional strategic growth at Thornbury. Document SD11F (Map 7 – p35) provides the call for sites submission indicating land availability.</p> <p>SD11A (p86-91) describes key constraints, opportunities, developer interests, actions required and provides a Concept Diagram. A standard methodology for calculating housing capacity has been used and this is explained in document SD11B.</p> <p>Land off Butt Lane west of the Gloucester Road was granted planning permission for 130 dwellings on 1st Aug 2018 (PT16/4774/O).</p> <p>Land at Cleve Park was granted planning permission on Appeal on 8th May 2018 for up to 350 dwellings, a community facility or retail unit and care home (PT16/3565/O). The decision has since been challenged by the Council. The substantive hearing is on the 15th January 2019.</p>	
2	<p><i>The new Local Plan will establish an appropriate policy designation to ensure a permanent strategic gap between Buckover Garden Village and Thornbury.</i></p>	<p>A strategic green gap is considered essential to frame and develop a new settlement at Buckover. Developing a positive and robust relationship between the new settlement and its rural hinterland is also a key principle of the garden community movement. This was also a key concern of local residents in feedback from the Autumn 2016 consultation event. http://www.southglos.gov.uk/documents/Buckover-Event-Section-2F.pdf See WED 400</p>	
3	<p><i>Around 5ha of additional employment land on land at Crossways east of Morton Way, sensitively designed to respect the rural nature of the locality.</i></p>	<p>JSP Policy 4, the NPPF (2012) (paragraphs 20-21 & 37) require that employment uses are planned alongside new homes to provide for jobs and reduce commuting. Residential expansion around Thornbury in recent years has not been matched by growth in the employment base.</p> <p>WOE 03 Annex 1 confirms the WoE Councils intend to publish for consultation updated evidence on employment (p.2). See WED 006</p> <p>Land at Crossways is the closest point to the new Buckover Garden Village and therefore potentially provides the most direct link for pedestrians / cyclists and public transport to Morton Way, Thornbury in accordance with NPPF (2012) (paragraphs 30 &</p>	<p><i>Around 5ha of additional employment land on land at Crossways east of Morton Way, sensitively designed to respect the rural nature of the locality, <u>including safeguarded foot/cycle and bus only route to provide for a possible connection to the proposed Buckover Garden Village.</u></i></p>

		35) and Core Strategy policy CS8 which promotes measures that will reduce congestion and facilitate sustainable modes of transport.	
4	<i>Incorporate a new convenience store/retail or community opportunity and new and enhanced public open space.</i>	The NPPF (2012) (para 69-70) and SGC Core Strategy policies CS6, 23 and 24 require that new development provides or contributes towards new community facilities commensurate with the scale of development. Morton Way is some distance from facilities in the town centre. Providing some small scale local facilities and new POS opportunities on this edge of the town would reduce the need to travel.	
5	<i>Establish a Green Infrastructure network that will protect Crossways and Cleve Wood, the setting of Hacket Farm, rural nature of Hacket Lane, Clay Lane and Crossways Lane, include SUDs features at Crossways to manage potential flooding at Crossways, and extend the Picked Brook Rhine streamside walk.</i>	<p>Submission Document SD11C (p26) shows constraints information including flood zones, SNCIs and pylons. Document SD11A (p86-91) describes the key constraints, opportunities, developer interest, actions required and provides a Concept Diagram.</p> <p>Green infrastructure is also a key and critical good practice first consideration of placemaking and master planning objectives. This desire and need to maintain and enhance critical green infrastructure is also reflected in feedback from SDL public consultation events.</p> <p>JSP Policy 5, the NPPF and SGC Core Strategy policies CS1, CS2, CS9, CS24 require that existing green infrastructure and heritage assets are taken account of and enhanced where possible.</p> <p>Green infrastructure along the eastern edge of Thornbury will also support implementation of the strategic green gap with Buckover Garden Village.</p>	
6	<i>Development will also make financial contributions towards local and strategic transportation schemes, including potentially: Metrobus Extension to Thornbury (and Buckover GV), A38(N) Park & Ride, M5 J14 improvements, Charfield rail station re-opening, local bus service improvements local highway, foot and cycle improvements.</i>	<p>Document SD16A – Transport Topic Paper 8 sets out the strategic transport mitigation measures being considered for the Thornbury SDL. Transport Topic Paper 8 has now been updated WED 007 and is supplemented with the Emerging Findings Transport Report WED 008.</p> <p>JSP Policy 6, the NPPF (2012) (paragraphs 29-34) and SGC Core Strategy policy CS8, require that new development provides or contributes towards new sustainable transport options and safe access commensurate with the scale of development. The CIL charging schedule, Regulation 123 list and the core strategy policy will be reviewed as part of the new Local Plan process.</p>	<p>To be consistent with emerging transportation studies.</p> <p><i>Development will also make financial contributions towards local and strategic transportation schemes, including potentially: Metrobus Extension to Thornbury (and Buckover GV), A38(N) Park & Ride, A38 strategic cycle route, M5 J14 improvements, Charfield rail</i></p>

	<p>The lack of public transport in the locality was a prime concern of local people as expressed at the Autumn 2016 consultation event. For more information please see: http://www.southglos.gov.uk/documents/Thornbury-Event-Section-2C.pdf See WED 400</p>	<p><i>station re-opening, local bus service improvements local highway, foot and cycle improvements.</i></p>
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