



# West of England Joint Spatial Plan

Justification of the requirements for the  
12 Strategic Development Locations  
7.12 Yate



NOVEMBER 2018

## Joint Spatial Plan Examination

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

#### SDL Policy 7.12 Yate

##### Introduction

1. Yate and Chipping Sodbury combine to form the fourth largest settlement in the West of England which along with its existing transport links, including rail station with good links to Bristol and Gloucester, and town centre service provision, make it a suitable location for further growth. Land to the north-west and west of Yate is close to major employment areas and the rail station. Yate's new town characteristics, comprised of a modern thriving town centre and strong green infrastructure, foot and cycle network and local employment base, aligned with its proximity to the employment areas of the north and east fringe of the Bristol urban areas therefore provides an extremely strong basis on which to focus a whole town approach to new investment and growth, complimented by Chipping Sodbury's strong historic character.
2. 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 minimum of 2,000 dwellings, including affordable housing, of which at least 1,000 will be delivered within the plan period.</i></p>	<p>Submission Document <b>SD11C</b> (p27) indicates potential for additional strategic growth at Yate. Document <b>SD11F</b> provides the call for sites submission indicating land availability.</p> <p><b>SD11A</b> (p79-85) 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 <b>SD11B</b>.</p> <p>Discussions remain ongoing with the landowner interests, specialist officers and statutory partners in respect of the land-uses. Discussions are also ongoing in respect of the extent of developable areas and therefore allocation boundaries. Based on technical work undertaken to date, SGC considers that a minimum of 2,000 dwellings, of which 1,000 will be delivered in the plan period is achievable.</p> <p>JSP Policy 3 and the evidence papers that support it will require Affordable Housing to form part of the mix of dwellings in order to provide for mixed and balanced communities.</p>	
2	<p><i>Provide a new high quality, high density, mixed-use residential neighbourhood at NW Yate that improves connections through a regenerated Beeches Industrial Estate and to the rail station.</i></p>	<p>JSP Policy 5 highlights the need for development to create character, distinctiveness and sense of place that diversifies the residential offer and improves accessibility.</p> <p>Submission Document <b>SD11C</b> (p27) acknowledges that this area has good proximity to Yate rail station and existing employment areas and offers potential for development.</p> <p>This reflects the NPPF and SGC Core Strategy policy CS1 which require Plans to set out clear design expectations and high quality design respectively.</p>	
3	<p><i>The residential neighbourhood will contain a new local centre including a primary school(s) and/ or all through 3 –16 school, local retail and community facility/hub.</i></p>	<p>Technical document <b>SG12A</b> (p41-44) explains how school places are planned for. SGC use a pupil projection model to inform the schools required on each development. A School Place Planning Board has been convened that will discuss place planning and improve oversight of proposals and projects. The School Place Planning Board is responsible for the identification of ‘scheme(s)’ to provide for demand arising from the Strategic Development Locations.</p>	

		<p>The NPPF (para 72) and SGC Core Strategy policies CS6 and 23 require new development to provide or contribute towards new community facilities including schools, commensurate with the scale of development. The CIL charging schedule and Reg123 list and core strategy policies will be reviewed as part of the new Local Plan process.</p>	
<p><b>4</b></p>	<p><i>A significant new employment land allocation totalling approx. 30ha will also be allocated at West Yate, of which, approximately:</i>  <i>i 11ha of land south of Badminton Road will be allocated for B1 and B2 office/light industrial and research use; and</i>  <i>ii 19ha of land between the railway tracks off the Westerleigh Road will be allocated for B2/B8 and similar uses.</i></p>	<p>JSP Policy 4, the NPPF (paragraphs 21 and 37) require that employment uses are planned alongside new homes to provide for jobs and reduce commuting. Yate is recognised as one of the major settlements in the region with both good existing transport links and existing employment base. The proposed investment in local rail and strategic bus services, its proximity to the Bath &amp; Bristol Science Park and central Bristol, and the Council’s wider ambitions for town-wide regeneration prompted by Urban Living proposals all support the allocation of employment growth beyond that generated purely by the Strategic Development Location. Additional employment would therefore not only support proposed development but reinforce Yate’s position as the dominant employment market zone in the District.</p> <p>WOE 03 Annex 1 confirms the WoE Councils intend to publish for consultation updated evidence on employment (p.2). See <b>WED 006</b></p>	
<p><b>5</b></p>	<p><i>The new development areas will provide or contribute to a strategic transport package including: Metrobus extension to Yate and Chipping Sodbury, strategic cycle route, A432 Park &amp; Ride, Yate Rail Station enhancement, Winterbourne and Frampton Cotterell Bypass and local bus services. An on-site rail crossing and a new rail bridge is also likely to be required across the Nibley Lane.</i></p>	<p>Document <b>SD16A</b> – Transport Topic Paper 8 sets out the strategic transport mitigation measures being considered for the Yate and Coalpit Heath SDLs. Transport Topic Paper 8 has now been updated see <b>WED 007</b> and is supplemented with the Emerging Findings Transport Report see <b>WED 008</b>.</p> <p>JSP Policy 6, the NPPF (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>Public consultation undertaken in Autumn 2017 highlighted transport and the impact of additional traffic on Badminton Road as a key concern for local residents. Points for further consideration in the masterplanning process included the need to consider options to improve the environment of Badminton Road for all users. For more</p>	<p>The following modification is suggested to reflect latest transport proposals:</p> <p>The new development areas will provide or contribute to a strategic transport package including: MetroBus extension to Yate and Chipping Sodbury, A432 Park &amp; Ride, <b>and strategic cycle route</b>, Yate Rail Station enhancement, the Winterbourne and Frampton Cotterell bypass, <b>and the Coalpit Heath/Westerleigh bypass</b>. An on-site rail crossing and a new bridge</p>

		<p>information please see: <a href="http://www.southglos.gov.uk//documents/Yate-Event-Section-2E.pdf">http://www.southglos.gov.uk//documents/Yate-Event-Section-2E.pdf</a> see <b>WED 400</b></p>	<p>may also to be required across Nibley Lane.</p>
<p><b>6</b></p>	<p><i>A Green Infrastructure network will reinforce a new Green Belt boundary, protect the river valley, linear settlement of Engine Common and Nibley Village, provide an attractive segregated route along the Frome Valley Walkway, and enhance North Road and the Frome river corridor through the Beeches Estate.</i></p>	<p>Submission Document <b>SD11C</b> (p27) shows the key constraints information and indicates potential locations for additional strategic growth at Yate. Document <b>SD11A</b> (p71-78) describes the key constraints, opportunities, developer interests, actions required and provides a Concept Diagram.</p> <p>JSP Policy 5, the NPPF and SGC Core Strategy policies CS1, CS2, CS9 require that existing green infrastructure and heritage assets are taken account of and enhanced where possible.</p> <p>Consultation events in Autumn 2017 reinforced the importance local residents attach to safeguarding of greenspace in this location. See <b>WED 400</b></p> <p>Green Infrastructure can assist in defining revised boundaries of the Green Belt alterations, which respond positively to the NPPF.</p>	<p>The following modification would be proposed to better reflect the emerging Local Plan policy formulation and evidence base:</p> <p><b>Establish a</b> A Green Infrastructure network <b>that</b> will reinforce a new Green Belt boundary <b>along the western edges of the SDL</b>, protect the river valley <b>and the setting of nearby Listed Buildings</b>, <b>enhance the</b> linear settlement of Engine Common and Nibley Village, provide an attractive segregated route along the Frome Valley Walkway, and enhance North Road and the Frome river corridor through the Beeches Estate.</p>
<p><b>7</b></p>	<p><i>The historic parliamentary enclosures, which comprise small to medium sized fields, reinforced by a strong mature hedgerow network and large number of trees, north of Mission Road and east and west of North Road will also be protected by a new landscape and or Green Belt designation which will be confirmed through the new local plan.</i></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><b>8</b></p>	<p><i>Plus, early consideration of appropriate powers devolved to the West of England to enhance the</i></p>	<p>2018 NPPF Paragraph 119 states that local planning authorities, and other plan-making bodies, should take a proactive role in identifying and helping to bring forward land using the full range of powers available to them. This should include identifying</p>	

<p><i>prospect of land assembly, infrastructure delivery and the regeneration of existing industrial areas so also assisting bring forward a well planned and connected new residential development.</i></p>	<p>opportunities to facilitate land assembly, supported where necessary by compulsory purchase powers, where this can help to bring more land forward for meeting development needs and/or secure better development outcomes.</p> <p>SGC is therefore actively investigating all options available, including those now established at a West of England level as well as its own, to facilitate land assembly and delivery to bring land forward and meet development needs.</p>	
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