Policy Title:

LP10 - Almondsbury Village Extension

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**NEW**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Policy LPS2 - Locational Strategy for South Gloucestershire makes provision for an extension to Almondsbury village, comprising 350 dwellings and supporting infrastructure. New homes and open space will extend south and east of Florence Park to a reinforced field boundary and motorway respectively. This new housing will benefit from new foot, cycleways and bus facilities planned along the A38 corridor, expected to be in place by 2028. It will also provide funding for an extension to the primary school, as well as new areas of public open space and additional local amenities. This policy and supporting Concept Diagram set out the key principles of development for the new village extension.

Policy wording

Land adjoining the southern extent of Almondsbury (Figure 7) will deliver an exemplar residential-led contemporary village extension. It will comply with the following key principles and infrastructure requirements:

1. **Ensure a new robust greenbelt boundary along the southern and western edge of the developable area of the allocation [see Figure 7].**
2. **Provide a high-quality, net zero energy residential extension that delivers about 350 dwellings (including a minimum of 75 age friendly homes). At least 40% of the dwellings will be Affordable Homes and 5% will be for self or custom build. It will also provide some small affordable workspaces, a convenience retail outlet and/or cafe.**

3. **Establish a multi-functional green infrastructure network that takes an integrated approach to SuDs, respects the local PROW network, protects and enhances the existing hedgerows, provides allotments, tree lined streets, provision for children & young people and achieves a minimum of 10% Biodiversity Net Gain (BNG) onsite. New dwellings adjacent the existing village will also be provided with additional planting and garden space (at least 15m long) to protect the amenity of existing residents.**
4. **Provide an area of informal recreational open space on flat land in the southwestern field, seek to collaborate with and make improvements to the adjacent Charity land and provide financial contributions to enhance nearby existing outdoor sports facilities.**
5. **Provision of a primary vehicular access from the A38 with primary active travel connections via Florence Park. The primary street will be a very low speed tree-lined corridor incorporating segregated active travel. New pedestrian crossings will be provided across the A38 (by the CRSTS project), and improvements made to existing paths to provide a safe active travel route(s) to the school. Active travel will be further promoted by integration of cycle storage (where possible into the front of properties), and a mobility hub including provision of electric bikes & scooters for hire, a cycle repair shop or service, EV charging spaces, a car club and reduced parking standards. A Travel Plan will also be provided for new residents.**
6. **Provide financial contributions towards nursery, primary, secondary and special education needs, community meeting space(s), primary care, library, bus and waste services in the locality. Financial contributions will also be required towards offsite Gypsy & Traveller pitches.**
7. **The Concept Diagram provides a framework for a future more detailed community consultation and master planning process. A masterplan & design code will be agreed prior to the commencement of development.**

Supporting text

The proposed extension to Almondsbury benefits from its proximate location to the Bristol Urban Area and planned active travel and bus improvements to the A38 corridor. In one ownership, this site has the potential to be legacy defining, raising standards of new development in the district and sub-region.

1. The development area, Cope Park and Florence Park will be removed from the Green Belt, so establishing a new Green Belt boundary along the A38, M4 & the southern edge of the allocation. The southwestern most field, which is exposed to views from the SW and adjacent charity land will remain in the greenbelt and accommodate informal active recreation uses. The southern boundary of the site will be reinforced with new tree planting, swale and SuDs features and a strong build line with homes looking out over the adjacent landscape.

2. To achieve efficient use of land, a vibrant community and environmental performance objectives the new development will need to be relatively compact in form and include a mixture of uses including some small-scale affordable workspaces, a convenience retail and or food outlet(s), age friendly accommodation and allotment. Strong continuous build lines will also be established along the M4 and southern edges to help protect the rest of the development from noise and create characterful edges. These non-residential uses as well as open space areas will be supported by robust long-term stewardship arrangements that ensure affordability in perpetuity (see policy LP29 - Stewardship Arrangements). (Note: Age Friendly accommodation comes in a variety of models, but essentially is Homes with Care. It is also known as ExtraCare Housing, Assisted Living, Retirement Living Plus or Integrated Retirement Communities). See Policy LP16 - Age Friendly Housing & Care Homes, for more detail.
3. Green Infrastructure will be integrated throughout the scheme. Existing field boundaries will be maintained and reinforced, streets will be planned to incorporate trees of sufficient stature to provide effective canopy cover and rain gardens. New trees, swales and SUDs features will be used to reinforce the greenbelt edge as well as provide biodiversity benefits. The site also lies within a 'focus area for nature recovery' (South Gloucestershire Ridges & Parkland Vale) within the West of England Local Nature Recovery Strategy (LNRS). The creation and good management of traditional orchards, lowland mixed-deciduous woodland, scrub & species rich hedgerows should be prioritised accordingly to receive a 15% BNG uplift. The scheme may also need to contribute towards SAMM (Strategic Access Management & Monitoring) and on or offsite SANGS (Suitable Alternative Natural Greenspace).
4. The southwestern most field is relatively flat on its northern part and provides extensive long-distance views. Therefore, potentially in combination with the adjoining Charity land will provide a sizeable area of informal recreational open space to deliver informal recreational opportunities. Some on-site outdoor sports facilities will be provided such as a full-sized multi-use games area with the remaining requirement to be provided via financial contributions towards existing local outdoor sports facilities. Working with the adjoining Charity to make improvements to this land would be considered a major benefit of the scheme.
5. The primary vehicular access will be from the A38 via the northeastern field. An emergency access and primary active travel route will be provided via Florence Park. An additional pedestrian connection will also be provided via The Hill to the west. New crossings are planned across the A38 to provide safe walking routes to amenities in the village. Options will be considered and improvements made to active travel connections to the lower village. Active travel will also be promoted by a range of measures including homes that promote cycle use via accessible bike storage to the front of properties, a mobility hub including electric bike & scooter hire and repair services, a car club, EV charging points, reduced residential allocated parking provision and travel planning measures.

6. The local primary school is small and at capacity. Financial contributions will therefore be prioritised to fund expansion and improvements to accommodate the increase in pupils. Safe Routes to School from the new development will therefore be essential, including improvements to the public realm outside the school. Gypsy & Traveller pitches will be provided offsite via a financial contribution. CIL receipts as well as s106 contributions will need to be retained and spent locally to achieve these objectives. Contributions may be used to pay back expenditure on infrastructure, such as the Woodlands/Almondsbury Transport Package, if the infrastructure is delivered ahead of s106 triggers.

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Additions	
Key evidence	
Other relevant policies to cross-reference?	LP29 - Stewardship Arrangements LP16 - Age Friendly Housing & Care Homes

Figure 7. Almondsbury - Concept Diagram

