

Planning Statement

Hoodlands Farm, Harry Stoke, South
Gloucestershire - Part of East of Harry Stoke
New Neighbourhood

July 2021

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Client

BoKlok Housing Limited

Our reference

BOKA3002

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1. Introduction

- 1.1 This Planning Statement has been prepared by Turley on behalf of Hoodlands (Harry Stoke) Ltd. (otherwise referred to as “BoKlok”) in support of a full planning application for residential development on land at Hoodlands Farm, Harry Stoke, South Gloucestershire (“The Site”).
- 1.2 The Site is located within the East of Harry Stoke New Neighbourhood (“EoHSNN”). The EoHSNN is allocated in the South Gloucestershire Core Strategy (December 2013) for mixed-use development including around 2,000 new homes.
- 1.3 The formal description of development (“Proposed Development”) is as follows:

“Full planning permission for the demolition of existing structures and erection of residential dwellings (Use Class C3) together with provision of public open space and landscaping; bicycle and car parking; and associated infrastructure works including improved access via Hambrook Lane.”

Introduction to BoKlok UK

- 1.4 BoKlok has operated successfully throughout Scandinavia and northern Europe for many years. The first BoKlok homes were completed in 1997 and so far, they have built more than 12,000 homes throughout Sweden, Finland, Denmark and Norway.
- 1.5 BoKlok have recently adapted their business model and product range to suit the UK’s regulatory environment and market. The company’s aim is to deliver highly sustainable homes using modern methods of construction. The homes are built in factory conditions and constructed offsite for a fast building programme that accelerates the delivery of homes.
- 1.6 BoKlok’s target market includes those with lower income thresholds, such as key workers. To enable its customers a chance to get onto the housing ladder BoKlok sells its open market homes at a price which accords with its ‘Left-to-Live on’ calculation.
- 1.7 BoKlok uses the ‘Left-to-Live on’ calculations to see what its customers could afford to pay for a home (and feasibly secure a mortgage on) after living expenses. This calculation has been verified in the UK with New homes Mortgage, by checking that its target customers would be granted to borrow money from the bank, given the current calculation interest rate. In other words this is a theoretical model with a “real-life verification.
- 1.8 The BoKlok development also aims to create community and social value through, sustainable technologies and design, options for car sharing, encouragement of sustainable travel and provision of open space at the core of the development for the community to play, grow and commune.

Environmental Impact Assessment

- 1.9 BoKlok submitted an Environmental Impact Assessment ('EIA') Screening Request to South Gloucestershire Council on 28 May 2021. South Gloucestershire Council ('the LPA') subsequently provided its formal Screening Opinion on 5 July 2021 which confirmed that an EIA is not required (**Appendix 1** – LPA Screening Opinion).

Structure of the Planning Statement

- 1.10 This Statement is structured in the following order and should be read in conjunction with the other documents and plans submitted in support of the full planning application:

- The Application Site
- The Proposed Development
- Affordable Housing Statement
- Planning Policy Context
- Planning Assessment
- Draft Heads of Terms
- Summary and Conclusions

Planning Application Submission

- 1.11 Detailed application drawings and technical supporting documents (including this Planning Statement) accompany the application and provide the information necessary to describe, assess and determine the application. The list of the documents submitted with the planning application are set out in **Appendix 2**.

2. The Application Site

Site Location and Surrounding Context

- 2.1 The Site is located within the northern fringes of the Bristol Urban Area and in the administrative boundary of South Gloucestershire Council.
- 2.2 The Site lies to the north of Hambrook Lane and to the east side of the Stoke Gifford Transport Link. The South Wales Main Line (GWR) railway lies to the north of the Site. The M4 Motorway is approximately 420m to the east, with the M32 approximately 250m south east of the Site. The site location is shown on the submitted Site Plan (Drawing No. HST-JTP-SW-GL-DR-A-SL-5001) (see **Appendix 3** – Site Location Plan).
- 2.3 The Site is centrally located within the East of Harry Stoke New Neighbourhood (EoHSNN). The EoHSNN is allocated in the South Gloucestershire Core Strategy (December 2013) for mixed-use development providing around 2,000 new homes (see **Figure 2.1** below). The purpose of EoHSNN allocation represents a significant part of the Council’s strategic housing land provision and to meet local need for more homes.

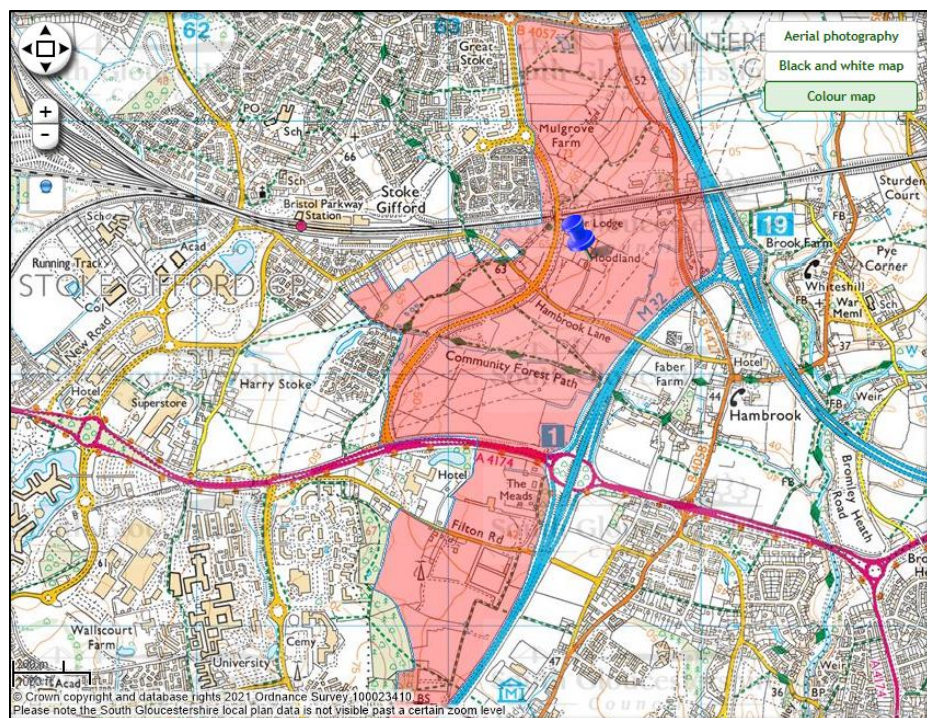


Figure 2.1: Extract from South Gloucestershire’s Core Strategy Proposals Map, identifying the Site (blue pin) within the land extent allocated in the EoHSNN

- 2.4 The Site is within a highly sustainable location, which is identified as a focus for accommodating future growth. This is demonstrated by its inclusion as part of the EoHSNN allocation.

- 2.5 The principle of residential development at the Site is firmly established through its allocation within the adopted Core Strategy.
- 2.6 Land immediately to the north, east and south of the Site is being promoted by Crest Strategic Projects Limited (“Crest”) for mixed use development comprising up to 1,290 dwellings including an extra care facility (Use Class C2/C3); community facilities (comprising use classes D1 and D2); provision of a mixed use local centre (Use Classes A1, A2, A3 and D1) together with the supporting infrastructure and facilities. The Crest scheme was granted outline planning permission in March 2020 (Application ref. PT16/4782/O) and reserved matters for the strategic infrastructure including access, highways, drainage and landscaping for Phases 1 and 2 was approved in February 2021 (Application ref. P20/13948/RM). The Proposed Development has carefully considered the evolving character of EoHSNN.

The Site

- 2.7 The Application Site comprises approximately 1.81ha of predominantly greenfield land with some previously developed land, including 1 no. existing residential dwelling and associated curtilage.
- 2.8 The boundaries of the Site are predominately screened by mature hedgerows and trees. The Site is bordered on all sides by agricultural land, which is subject to future residential development as part of the EoHSNN.
- 2.9 The Site slopes down from west to east, falling from around 56.7mAOD in the northwest to around 46.8mAOD in the east at an average gradient of 1 in 13.
- 2.10 The Site is identified by the Environmental Agency as falling within Flood Zone 1, an area at low risk of flooding. The topographical survey identifies a pond in the northeast corner of the Site.
- 2.11 No statutory designations (Listed Buildings, Registered Parks and Gardens, Conservation Areas) are located within the Site. Hambrook Conservation Area lies approximately 250m to the south-east of the Site. Within the Conservation Area there are 15 Listed Buildings. The nearest listed buildings include the Grade II * Listed Farber’s Farmhouse which is located approximately 440m to the south-east of the Site, and the Grade II Listed Hambrook Farm Barn located approximately 430m to the south-east of the Site.
- 2.12 The hedgerows around the perimeter of the Site are classified as non-designated heritage assets, which comprise ‘important’ hedgerows under the criteria for archaeology and history of The Hedgerows Regulations 1997. The Heritage Assessment (prepared by Cotswold Archaeology) provides a full assessment of these hedgerows. The report concludes the hedgerows are non-designated heritage assets of low heritage significance.
- 2.13 The Site is not subject to any restrictive designations such as Green Belt or Area of Outstanding Natural Beauty. The closest Site of Special Scientific Interest (SSSI) is the Winterbourne Railway Cutting SSSI, located approximately 1.3km east of the Site.

- 2.14 Existing vehicular access to the Site is gained via a single track lane directly off Hambrook Lane.

Site Accessibility

- 2.15 The Site is within a sustainable location, which is identified by South Gloucestershire as a focus for development to accommodate future growth. This is demonstrated by its inclusion as part of the EoHSNN.
- 2.16 There is a wide range of existing facilities, services and employment opportunities within walking distance of the Site. The Site is centrally located within the EoHSNN and the supporting sustainable infrastructure being delivered as part of the wider EoHSNN will be readily accessible from the Site, resulting in high quality connections to these destinations. For example, the Crest development includes provision for a mixed-use local centre and community facilities. Policy CS27 of the Core Strategy also identifies that the EoHSNN will deliver approximately 3 forms of entry at primary education level.
- 2.17 The Stoke Gifford Transport Link (SGTL) lies to the west of the Site and forms part of the Bristol North Fringe Rapid Transit route, conceptualised to improve accessibility by sustainable modes of transport and reduce congestion.
- 2.18 Should the Proposed Development come forward ahead of development associated with the wider EoHSNN, there are existing connections along Hambrook Lane that connect the Site to the wider network to the west and east.
- 2.19 Further details on the Site's accessibility to existing local facilities and services are set out in the accompanying Transport Statement (prepared by Jubb).
- 2.20 The Site is well positioned in terms of access to the local surrounding cycle network. A large area of Bristol lies within cycling distance of the Site, as well as Winterbourne. As such, a wide surrounding area can be reached within a 'reasonable' cycling distance. Several employment zones all lie within a 'reasonable' cycle distance of the Site and provide a range of employment opportunities including Bristol Business Park, University of the West of England, MoD Abbey Wood, Fairway Industrial Estate, North Bristol Business Park and Willow Brook Centre. Aztec West Business Park and Almondsbury Business Park.
- 2.21 The Site is well-located with respect to public transport services, with the M1 Metrobus service running along the SGTL and providing an excellent level of service to destinations in northern Bristol as well as towards Bristol's city centre and Hengrove.
- 2.22 The nearest railway station to the Site is Bristol Parkway Railway Station, which is located approximately 1.2km west of the Site.

Planning History

The Site

- 2.23 The Site is subject to an outline planning application submitted in September 2019 by Hoodlands (Harry Stoke) Ltd and is currently pending determination. Application ref.

P19/13908/O: *“Erection of 49 no. dwellings with associated works (outline) access to be determined, all other matters reserved”.*

- 2.24 Other relevant planning history for the Site includes:
- Planning application PT01/2890/RM – Erection of replacement dwelling, approval of Reserved Matters. Approved 28/11/2001;
 - Planning application P99/1828 – Erection of agricultural shed. Refused 26/07/1999.
- 2.25 There are a number of other sites in the immediate surrounding area within the EoHSNN which are the subject of planning applications for residential development.
- 2.26 The majority of the EoHSNN is under the control of Crest Strategic Projects Ltd, who have secured planning permissions ref. PT16/4782/O and ref. PT16/4928/O to develop 1,617 homes. These developments will provide the vast majority of the infrastructure required by Policy CS27 of South Gloucestershire Core Strategy and the EoHSNN SPD necessary to deliver the new neighbourhood.
- 2.27 The Proposed Development at Hoodlands Farm will complement the delivery of development of the surrounding area.

Land to the north, east and south (Crest’s southern site – Application ref. PT16/4782/O)

- 2.28 Land to the north, east and south of the Site is subject to an outline planning permission comprising mixed-use development of up to 1,290 homes, a new local centre, community uses and associated infrastructure submitted by Crest (Application ref. PT16/4782/O). Planning permission was granted in March 2020.
- 2.29 Since the grant of the outline consent a number of discharge of condition applications and a non-material amendment to amend the wording of conditions have been submitted (Application ref. DOC20/00116, DOC20/00125, DOC20/00124, P20/22473/NMA). Reserved Matters for the creation of strategic infrastructure including access, highways, drainage and landscaping for Phases 1 and 2 was approved in February 2021 (Application ref. P20/13948/RM). Reserved Matters relating to Phase 1 for the Erection of 144 no. dwellings with new highways, parking, garaging, green infrastructure (including play areas) and other associated infrastructure with appearance, layout, scale and landscaping was submitted in October 2020 and is pending consideration (Application ref. P20/17975/RM).
- 2.30 The approved Movement Parameter Plan attached to Crest’s outline permission (Application ref. PT16/4782/O) identifies 2 no. ‘Secondary’ accesses along the northern and eastern boundary of the Site and a ‘Key Pedestrian Route’ in the south western corner.
- 2.31 Details pursuant to Condition 7 (Phasing Plans) of the outline consent PT16/4782/O (Application ref: DOC20/00125) shows land to the south of the Site being delivered as part of Crest’s Phase 2 by 2021-2025, including ‘Access 4’ along the south western boundary of the Site (see **Figure 2.2** below). The Phasing Plan also shows land to the north and east of the Site being delivered as part of the Crest’s Phase 5 by 2024- 2029.

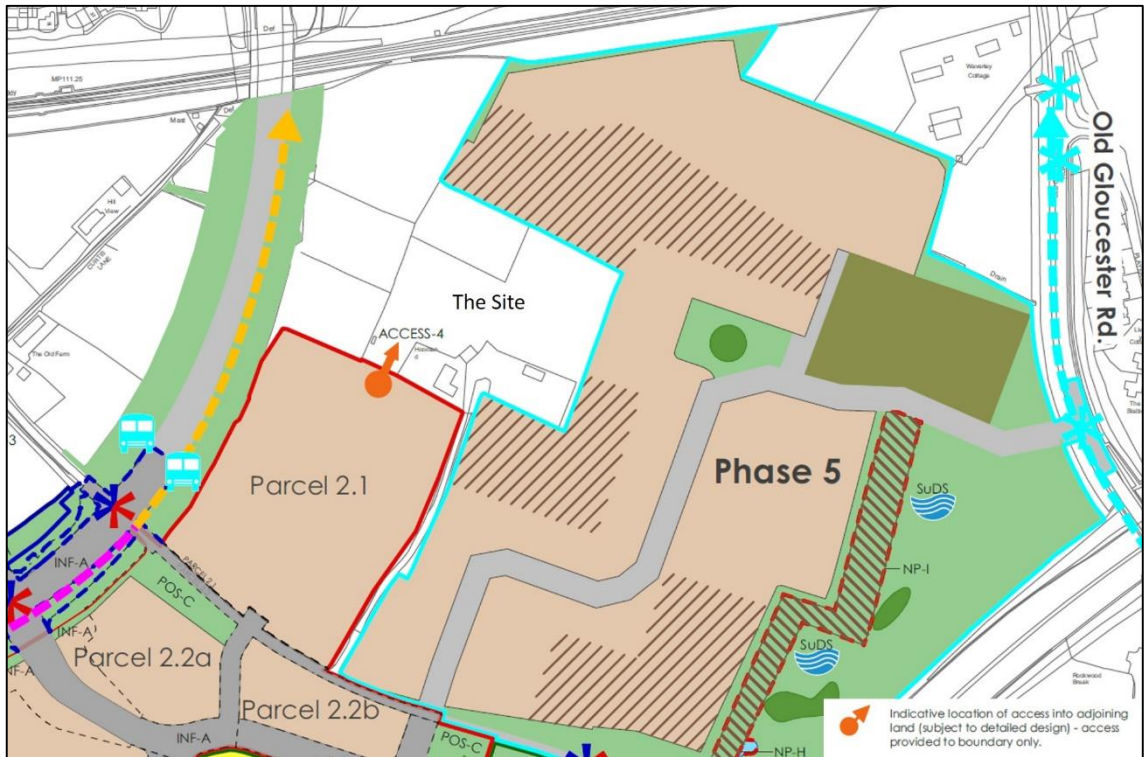


Figure 2.2: Extract from the Crest's Illustrative Over Arching Phasing Plan (Drawing 13168/6201i, produced by PAD Design – Indicating access into the Site from the south west via Crest's Parcel 2.1

2.32 Notwithstanding the approved parameter plans, the phasing plan illustrates that design evolution is ongoing with a variation to the likely access arrangements into the Site via third party land.

Land to the north of the railway (Crest's northern site – Application ref. PT16/4928/O)

2.33 Land to the north of the railway forms Crest's northern site within EoHSNN. In October 2019 full planning permission was granted the erection of 327 dwellings and outline planning granted for the erection of 177 dwellings, primary school and nursery (Use Class D1) with access to be determined and all other matters reserved.

Land to the north east of the Site (Land at Waverly Cottage – Application ref. P20/17979/O)

2.34 Land to the north east of the Site is currently the subject of an outline planning application for the erection 85 no. dwellings submitted in September 2020. The site sits within the EoHSNN, with access proposed off the Old Gloucester Road. The application is pending determination.

Developer Engagement

2.35 In June 2021 BoKlok met with Crest to gather an understanding of wider development progress and consider opportunities of working together. It was acknowledged that links between both land parcels are required to ensure strong connectivity throughout the new neighbourhood. Both parties were amenable to the principle of a vehicular link along the southern boundary of the Site, connecting to Crest's 'Parcel 2.1' land which

would subsequently route onto the primary road infrastructure that will serve the residents of EoHSNN.

- 2.36 It was agreed that both parties will deliver the necessary road infrastructure up to the ownership boundaries (in accordance with the planning obligations imposed on the Crest development). However, it was established that both land parcels must be constructed independently from one another and the link between the two parcels could not come 'online' until construction of 'Parcel 2.1' is complete. This is to avoid safety (and possible litigation) issues that would arise from the through flow of residential traffic from the BoKlok site whilst Parcel 2.1 is under construction.
- 2.37 BoKlok will continue to positively engage with Crest as the proposals evolve and further information becomes available.

3. The Proposed Development

3.1 The planning application submitted by BoKlok proposes the following development:

“Full planning permission for the demolition of existing structures and the erection of residential dwellings (Use Class C3) together with provision of public open space, a play area and landscaping; bicycle and car parking provision; and associated infrastructure works including new pedestrian, cycle and vehicular access points, and drainage infrastructure.”



Figure 3.1: Extract of Proposed Site Layout – Drawing no. HDF-JTP-SW-GL-DR-A-SL-5000

3.2 The Proposed Development will include the following:

- 50no. homes comprised of a mix of 2 and 3 bedroom affordable (36%) and open market homes. In accordance with PSP37, all affordable homes are compliant with Nationally Described Space Standards. Housing, four of which are wheelchair accessible. The homes are tenure blind, with all homes built and fitted to identical standards;
- Public, communal amenity space and play areas;

- Cycle parking and car parking provision (including visitor parking and Electric Vehicle charging points);
- Provision of footpaths throughout the Site and connection points for improved connectivity with the adjacent development proposals to the north, east and south of the Site;
- Upgrading works to the existing access along Hoodlands via Hambrook Lane for an initial vehicular access. Vehicular access from Hambrook Lane to be closed off and downgraded to a foot/cycle greenway upon third party delivery of the vehicular connections from the south or east.
- Vehicular access connection points provided on the eastern boundary and southern boundary for improved connectivity with the adjacent development proposals to the east and south of the Site;
- Sustainable Urban Drainage (SUDs) basin; and
- Hard and soft landscaping including tree planting and biodiversity enhancements.

BoKlok’s Modern Methods of Construction

- 3.3 The residential development will be built using Modern Methods of Construction (MMC) meaning that the majority of the construction takes place offsite, in factory conditions.
- 3.4 Factory production gives the benefit of reduced waste, with the production process designed to eliminate material waste. Compare this with traditional build where up to 10% of all materials delivered to UK construction sites are wasted due to damage, loss and over-ordering and as much as 30% of the total weight of building materials delivered to building sites are wasted.
- 3.5 Factory production gives the benefit of increased quality and supports the thermal and energy performance with much better air tightness than traditional build.
- 3.6 The modular production process results in a reduced amount of site deliveries, by up to 80%, and a faster build programme, by as much as 50% faster than traditional build. This benefits in reduced site traffic and associated noise, disruption and improved air quality in and around the development site during construction.
- 3.7 The detailed design of the Proposed Development is described within the accompanying Design and Access Statement, prepared by JTP. A summary of the proposals is set out below.

Land Uses

- 3.8 The application proposes 50 residential homes and 36% (18no.) of the dwellings will be affordable housing. The affordable housing mix is comprised of 6 no. shared ownership homes and 12 social rented homes.
- 3.9 The rest of the homes will be open market but sold at a price that takes into account BoKlok’s ‘Left-to-Live on’ calculation (*i.e.* lower than market value). The sale of the homes will be aimed at providing those with lower income thresholds, such as key

workers, a chance to get onto the housing ladder. BoKlok's 'Left-to-Live on' calculation bases the sale of homes based upon how much residents can afford to pay after taxes and living expenses.

- 3.10 The proposals will also be in accordance with local policy which requires at least 8% of affordable homes to be fully wheelchair accessible.

Layout

- 3.11 The layout has been influenced by the constraints and opportunities of the Site, including responding to the sloping levels of the Site and offsetting against the underground HV electric cables running along the western boundary.
- 3.12 The proposals and landscape strategy seek to retain and protect existing trees and hedgerows throughout and along the perimeter of the Site as much as possible. The proposals provide a number of new connection points into the wider EoHSNN development area in order to facilitate access between land parcels and ensure delivery of the EoHSNN in a comprehensive manner.
- 3.13 The development fronts onto the adjacent public realm with a degree of overlooking to help create a secure and safe environment. The proposals have been designed in accordance with Secured by Design principles, with boundary treatments and garden gates positioned for maximum security. Public footpaths are designed to be passively overlooked from the adjacent homes.

Boundary Treatments

- 3.14 Boundary treatments have been designed to complement the housing and continue the use of the brick palette options. Due to the sloping site, retaining walls are proposed along the main spine road to accommodate the level changes. These have been carefully designed to optimise the outlook from each plot and achieve as much usable garden ground as possible. Formal hedges and planting define defensible space along the frontages and to the internal setting of the development.
- 3.15 The mesh fencing which defines the rear boundary between residential back gardens and the Site's existing hedged boundary is set back from the existing hedge line to allow the hedgerow to be maintained and managed by the Management Company. This ensures that the boundary vegetation, which performs as an ecological corridor, will be protected from incremental cutting/damage from residents. The use of a mesh fence will provide gaps for animals/insects to visit back gardens, rather than it becoming a completely closed off corridor which would be the case if timber fencing was applied. A low mesh fence also makes it easier for the Management Company to manage the vegetation from within the garden plots itself. Access arrangements for maintenance via the back gardens will be secured through conveyancing and responsibilities secured by condition via an agreed Landscape and Ecological Management Plan (LEMP).

Scale and Massing

- 3.16 All housing is 2-storey, with the two house types terracing together to achieve a consistent eaves and ridge height throughout the development.

Appearance and Material

- 3.17 A restricted palette of two facing bricks define each house, with a band of soldier coursing over the ground floor windows. The facing brick palette has been chosen to reflect the character of Harry Stoke. Elemental porches with a vertical render panel define the entrance. The houses benefit from large vertical window openings for plenty of natural light.

Access and Parking

Access Strategy

- 3.18 The Proposed Development will initially be served by a vehicular access off Hambrook Lane via the upgrading of the existing track ("Hoodlands"). This would provide initial vehicular, pedestrian and cyclist access to the Site and would facilitate the delivery of much-needed housing at the earliest opportunity.
- 3.19 Following the initial period, the Hoodlands access is to be 'downgraded' to function as a 'green corridor', accommodating the movement of pedestrians and cyclists only. Vehicular access would be provided by way of the adjoining development land parcels (the Crest scheme) and via the two vehicular access points from the south and the east as shown on the proposed site layout plan (Drawing no. HDF-JTP-SW-GL-DR-A-SL-5000).
- 3.20 The timing of the downgrading of the Hoodlands access to a green corridor and the provision of access via the adjoining land parcels will be dependent on the delivery of connecting access points from third party land. The current Phasing Plan for the adjoining land indicates a vehicular access point will be available to the south of the Site by 2021-2025 and a vehicular access point will be available to the east of the Site by 2024- 2029. However, these timings cannot be relied upon.

Initial Site Access

- 3.21 The Site is initially to be served by way of vehicular, pedestrian and cyclist access along Hoodlands. Whilst this access will be, to all intents and purposes 'temporary', it will provide safe and suitable access to the Site for all users in line with the NPPF.
- 3.22 The proposed access arrangements for Hoodlands via Hambrook Lane have been carefully considered with input from structural and civil engineers together with arboricultural disciplines to ensure the road is safe for pedestrians and suitable for refuse vehicles whilst ensuring suitable construction of the road in the context of nearby trees/vegetation which need to be protected.
- 3.23 The proposed access along Hoodlands would comprise of varying carriageway widths, ranging from 5.5m to 4.1m. Approximately 30m from Hambrook Lane a priority narrowing feature is proposed, comprising a build-out, in the locality of the existing oak tree (T15). This would see traffic travelling northwards on Hoodlands take priority to traffic travelling southwards, with a width of 3.8m through the build-out.
- 3.24 The proposed access along Hoodlands would be flanked to the west by a footway; this would be 1.8m in width, though with a localised narrowing to 1.5m proposed through the priority narrowing feature. In line with Inclusive Mobility (2005) 1.5m width is sufficient for a wheelchair user and a pedestrian to pass, and in tandem with the

relatively short distance over which this narrowing is required, this is considered to be appropriate. An uncontrolled crossing facility, comprising dropped kerbs complemented with tactile paving, is proposed to connect to the footway to the south of Hambrook Lane.

- 3.25 Swept path analysis has been undertaken to show that the proposed access can accommodate the two way movements of a car and a 7.5t box van, as well as that of a refuse vehicle.
- 3.26 Full details of the initial site access arrangements are provided within the supporting Transport Statement (prepared by Jubb). Construction detail of the access is also provided by the Sections and Plans prepared by Structa (Levels Strategy Drawing no. HST-STR-SW-GL-DRC-SL-1901 P6 and Access Road Strategy Drawing no. HST-STR-SW-GL-DRC-SL-1903 P4).
- 3.27 The Arboricultural Impact Assessment considers the impacts of the access via Hambrook Lane, confirming it will not cause unacceptable impacts to the 2no. Category B Oak trees present along the lane (T15 and T16). Any impacts will be suitably mitigated by the engineering solutions identified within the Levels Strategy and Access Road Strategy alongside the tree protection measures specified within the Arboricultural Impact Assessment.

Long-term Site Access

- 3.28 Once vehicle connection is available from adjoining land third party parcels to the south and/or the east, the vehicle access to the Site will be taken from the connection points from the south and/or east as shown on the Site Layout (Drawing no. HST-JTP-SW-GL-DR-A-SL-5000).
- 3.29 The internal carriageway leading up to the future connection to the east will have a width of 5.5m and 2m footways either side. The future connection to the south will have a width of 5.5m and a 2m footway along the eastern edge of carriageway.

Hoodlands Footpath/Cycle Way and Green Corridor

- 3.30 At the point the south and/or east connection points become the main vehicular access for the Site, the vehicular access from Hoodlands will be closed off and converted to a 'green corridor' that would cater for active travel.
- 3.31 Drawing no. HDF-NTA-XX-00-DR-L-0503 P01 provides full details of the longer term proposals for the footpath/cycle way. A summary of the proposals is set out below.
- 3.32 Hoodlands will be closed off by the use of bollards and a 3m shared footpath cycle with 3m verges either side created. New planting is proposed in verges with a mix of native species and fruit trees.
- 3.33 The existing hedges along Hoodlands are to be enhanced with native species of local providence. Biodiversity enhancements are proposed including (but not limited to) log piles and hibernacular near the SuDs feature and bird and bat boxes fixed to existing trees.

- 3.34 The Applicant commits to a suitably worded planning condition (or, if necessary, a S106 obligation) that requires the development to carry out the ‘downgrading’ of the Hoodlands access at an appropriate trigger point. The precise detail of the access enhancements will be subject to approval from the Highways Authority to ensure it is constructed to adoptable standards.

Internal road layout

- 3.35 The design of the internal road layout will be engineered to meet standards specified in Manual for Street (MfS) guidance and the ‘East of Harry Stoke, Design Code Phase Two’ document (prepared by Crest in conjunction with Application ref. PT16/4782/O), with a particular focus on the creation of safe routes around the site encouraging accessibility for pedestrians and cyclists.
- 3.36 The proposed road layout has been tracked for a refuse vehicle to enter, perform a 3 point turn and exit in a forward gear.

Parking and Cycling

- 3.37 Parking is provided in line with the local authority guidance, i.e. 1.5 spaces per 2 bedroom house and 2 spaces per 3 bedroom. This is a total of 87 spaces with 10 additional visitor parking spaces (20%). All spaces will have provision for Passive Electric Charging as standard. Active Electric Charging will be provided for 23 dwellings as indicated.
- 3.38 Cycle storage is provided in private gardens of all plots, where space and access allows. Mid terrace house types on plots 28 and 41 have cycle storage to the front of the dwelling. Cycle routes are provided throughout the site connecting into existing routes and the proposed adjacent developments.

Bin Storage

- 3.39 Paved space is provided within each garden for bin storage with the exception of plots 28 and 41 which have refuse stores to the front of the dwelling. The majority of dwellings will receive kerbside collections. Those homes accessed from shared drives will place their refuse bins at refuse collection points within 30m of their bin storage area.

Open Space and Green Infrastructure

- 3.40 The application proposes approximately 3,793 sq m of open space, with additional 684 sq m planned as part of the longer term proposals for the green corridor of Hoodlands. **Table 3.1** provides a full breakdown of the provision of proposed open space set against the local plan policy requirements.

Category of Open Space	Minimum spatial requirement to comply with policy CS24 (sq m)	Spatial amount proposed on site (sq.m.)	Shortfall /Overprovision (sq.m.)
Informal Recreation Open Space	1680	50	-1630

Natural and Semi-natural Open Space	1800	3793	+1993
Additional Natural and Semi-natural Open Space (following Hoodlands Green Corridor)	-	+684	+2677
Outdoor Sports Facilities	1920	0	-1920
Provision for Children and Young People	300	300	0
Allotments	240	0	0

Table 3.1: Open Space Provision

- 3.41 The proposals over provide in terms of natural and semi-natural open space. The retention and long term management and enhancement of boundary vegetation has been a primary consideration to the proposals, meaning onsite open space provision is weighted towards natural and semi-natural open space. Contributions will be secured towards offsite recreational and outdoor sports facilities.
- 3.42 The new public open spaces are illustrated on the proposed site layout and include a purpose Community Hub, located within the central part of the development and visible from the main access route. A town garden area is proposed with a tranquil ‘Chill Zone’ and providing communal ‘Grow Pods’ with timber bed planters for herbs and vegetables and raised flowerbeds would complement the play areas .
- 3.43 The proposals aim to achieve the following:
- Integrate the Proposed Development with the existing landscape features and the emerging surrounding urban fabric.
 - Provide a greened interface with the proposed sustainable drainage system serving the Site.
 - Enhance existing hedged and treed boundaries of the Site with proposed infill planting of locally indigenous shrubs and trees.
 - Provide specimen tree planting across the Site and in the longer term, create a robust and attractive treed avenue along the proposed cycle/footpath access to the south and connecting with Hambrook Lane.
 - Maximise opportunities for habitat creation and wildlife preservation in line with the ecological management objectives.

- Maintain open amenity areas in appropriate locations in order to maximise the contribution of greenspace to the Proposed Development and the wider visual amenity of the Site.
- 3.44 The landscape strategy sets out the longer term proposals for the downgrading of Hoodlands to a green corridor, which will create an additional 684 sq m of natural / semi natural open space provision.
- 3.45 For further details on open space and green infrastructure please see the supporting landscape strategy provided within the Design and Access Statement prepared by JTP.

Ecology Enhancements

- 3.46 The Site has been sensitively designed to avoid impacts by retaining the majority of habitats of ecological importance and new habitats of ecological importance are to be created, such as neutral/wildflower grassland and scrub (see – Soft Landscaping Plan (Drawing no. HDF-NTA-XX-00-DR-L-0502 P02).
- 3.47 A Biodiversity Net Gain (BNG) Assessment has been undertaken by Tyler Grange in support of this planning application. This confirms there will be an overall net gain of +23.64% in Habitat Units. The enhancement of all the hedgerows will result in a total gain of +78.09% in Hedgerow Units. In addition, a gain in tree numbers will also be achieved, further increasing biodiversity, as well as opportunities for wildlife. This is a significant benefit of the proposals.
- 3.48 The additional landscaping associated with the longer term proposals for the Hoodlands green corridor as set out within Drawing no. D0422-01-A (contained within the Design and Access Statement) are not taken into account within the BNG calculations. As such, once the initial site access is downgraded to a green corridor the BNG calculation would in fact be even higher than already demonstrated.

Trees

- 3.49 The Arboricultural Impacts Assessment (AIA) produced by Tyler Grange identifies that only low value trees (Category C and Category U) require removal to facilitate the development. The removals include 18 trees which are predominantly located internally and are situated to provide limited visual amenity to the site and its wider locality.
- 3.50 A minimum of 31 new trees is required to accord with the replacement planting requirements identified within the Council's Supplementary Planning Document for Trees and New Development. The proposals identify planting of 61 new trees, almost double the number of trees sought. A further 14no. trees will be planted along the existing access when alternative vehicular accesses come 'online', enabling the road to be downgraded to a foot/cyclepath – See Landscape Plan HST-NTA-XX-XX-DR-L-PL-0503.
- 3.51 The levels strategy (prepared by Structa) seeks to avoid level changes/groundworks within the RPAs by using a series of retaining walls and slopes at the boundaries. For the site's levels to work there are pinch points within the RPAs which are unavoidable but can be suitably mitigated through measures identified within the submitted AIA.

- 3.52 The existing access track from Hambrook Lane will be widened and resurfaced to form a new temporary vehicular access. These access arrangements have been carefully considered, with inputs from structural and civil engineers, arboricultural, ecological and highways consultants to demonstrate that the construction of the access via Hambrook Lane will not cause unacceptable impacts to the 2no. Category B Oak trees present along the lane (T15 and T16).
- 3.53 Works within the Root Protection Areas of T15 and T16 has been kept to a minimum however, it is unavoidable particularly as foul connection is required to route along the access road to existing infrastructure along Hambrook Lane. To minimise impacts to the RPAs of T15 and T16 the construction of the road has been carefully considered and mitigation measures. These measures include (inter alia) the raising of the road and use of a 200mm no-dig cellular confinement system to avoid any excavation into the RPA.
- 3.54 The AIA concludes that the layout and access arrangements of the scheme has been directly informed by the tree survey constraints to avoid harmful incursions within root protection areas and the canopy spreads of trees. Where there are incursions, these represent a negligible impact and will be appropriately mitigated.

Flood and Drainage

- 3.55 The proposed drainage strategy is shown on Drawing 5978-1905 and submitted in support of this application.
- 3.56 The clay and mudstone strata underlying the Site have a very low permeability, precluding the use of infiltration techniques as the primary means of surface water disposal at the Proposed Development. The Proposed Development will therefore discharge surface water run-off to the north-eastern drainage ditch via a new headwall in the side of the bank. This replicates the existing situation, in which greenfield run-off from the Site flows downhill to the east and into the ditch.
- 3.57 The development will utilise a combination of offline geocellular storage and an online attenuation basin to provide the necessary attenuation storage volume to accommodate the design 1 in 100 year + 40% climate change storm event without flooding of the Site.
- 3.58 In terms of proposed foul, an initial solution in the form of foul water pumping station with outfall to the Wessex Water foul sewer 400m to the west in Hambrook Lane is proposed.
- 3.59 Further details of the proposed surface water design and the proposed foul is provided within the FRA and Drainage Strategy prepared by Structa submitted in support of this application.

4. Affordable Housing Statement

- 4.1 This Section describes BoKlok’s proposed approach to the quantum and tenure of affordable housing provision (i.e. the traditional component in accordance with local and national policy), taking into account local plan policy.

Policy and Guidance

- 4.2 Policy CS18: Affordable Housing of the South Gloucestershire Core Strategy confirms that new development of 10 or more dwellings should include 35% on-site affordable housing, unless the applicant can demonstrate that the economic viability of a site is affected by specific factors and as a result a lower percentage should be provided.
- 4.3 The Affordable Housing and Extra Care Housing SPD was recently adopted April 2021. This provides additional guidance to affordable housing. The SPD confirms that as a starting point 8% of the affordable homes should be wheelchair adaptable (meeting Part M4(3)(2)(a) of the building regulations) and the layout should have clusters of no more than 6no. affordable units.
- 4.4 The SPD advises that the split of Affordable Housing tenure types, Social Rent, Affordable Rent and Shared Ownership or other Affordable routes to home ownership, which should be provided by developments to meet need, is identified by the Bath and North East Somerset, North Somerset, Bristol and South Gloucestershire is completed, the Strategic Housing Market Assessment (SHMA) or as superseded by future needs evidence.
- 4.5 The affordable housing tenure split and unit mix from the SHMA 2019 for South Gloucestershire is shown in Table 4.1. This breakdown is based on a household spending no more than 35% of their gross household income on housing.

Tenure	Social Rent	Affordable Rent	Shared Ownership
Split	76%	3%	21%

Table 4.1: South Gloucestershire Tenure Split

- 4.6 The Illustrative Layout confirms that affordable housing tenures are ‘peppercotted’ in small clusters within the development. The layout demonstrates that there will be no more than a cluster of 6 affordable units.

First Homes Policy

- 4.7 On 28 June 2021 new policy guidance came into effect which requires a minimum of 25% of all affordable housing units secured through developer contributions should be First Homes. This is a national threshold which should be applied for England.
- 4.8 Transitional arrangements in place confirm that the new requirement for 25% First Homes will not apply to sites with full or outline planning permissions already in place or determined (or where a right to appeal against non-determination has arisen) before 28

December 2021 (or 28 March 2022 if there has been significant pre-application engagement),

- 4.9 The policy guidance goes onto that local authorities should allow developers to introduce First Homes to the tenure mix if they wish to do so. This transitional allowance will also apply to permissions and applications for entry-level exception sites.
- 4.10 It is considered that this current application falls within the transitional arrangement above. However, consideration to a possible split which considers the First Homes policy requirements is set out in the below sections.

Affordable Housing Provision

- 4.11 The application proposes 36% affordable housing units at a proposed tenure split that is 70% social rent and 30% will be intermediate.
- 4.12 The total provision of overall affordable units on the Site are higher than the local plan requirements. The tenure split proposed generally aligns with the SHMA.

Schedule of Affordable Housing Accommodation

- 4.13 The proposed schedule of affordable housing accommodation is set out on the Site Accommodation Layout (Drawing number: HST-JTP-SW-GL-DR-A-SL-5000). This is set out in **Table 4.2**.

Type of Housing Unit	Overall Number of Housing Units to be provided (All Tenures)	Number of Affordable Housing Units to be provided (36%)	Social Rented (of the 36%)	Intermediate (of the 36%)
2 bed	17	8	5	3
3 bed	31	8	5	3
2 bed mobility unit	2	2	2	0
TOTALS	50	18	12	6

Table 4.2: Proposed schedule of affordable housing accommodation

- 4.14 Taking into consideration Central Government’s First Homes policy, the tenure may be amended as follows:
- 4no. First Homes Units (discounted by a minimum of 30% against the market value)
 - 10no. Affordable Rent
 - 4no. Shared Ownership (two of which will comprise the mobility units)

- 4.15 The homes and apartments will be 'Tenure Blind' (i.e. the appearance is no different to the open market units).

Service Charges

- 4.16 Service and estate charges, including confirmation of any percentage limits or restrictions to ensure these charges do not exceed a certain amount per annum, will be secured by way of a Section 106 Agreement.

Nationally Described Space Standards

- 4.17 All affordable homes are designed to be compliant with the Nationally Described Space Standards.

Approved Affordable Housing Provider

- 4.18 The affordable housing units will be managed by a Council approved Registered Provider (Housing Association).

5. Planning Policy Context

The Development Plan

5.1 The development plan for South Gloucestershire Council comprises:

- South Gloucestershire Core Strategy (adopted 2013)
- Policies, Sites and Places Plan (adopted November 2017)
- Joint Waste Core Strategy (adopted March 2011)

South Gloucestershire Council Core Strategy 2006-2027

5.2 The South Gloucestershire Council Core Strategy was adopted in December 2013, and sets out a vision for future development in South Gloucestershire between 2006 and 2027.

5.3 **Policy CS5** of the Core Strategy sets out the focus of most new development is to take place within the communities of the North and East Fringes of Bristol urban area and confirms that a new neighbourhood will be developed to the east of Harry Stoke.

5.4 **Policy CS27** of the Core Strategy defines the vision for the east of Harry Stoke new neighbourhood. This confirms the nature of the mixed use development including approximately 2,000 dwellings and the Stoke Gifford transport link. This policy further places reliance on the relevant neighbourhood development plan SPD to ensure any planning applications are in accordance with this plan. Development proposals will be required to demonstrate that they are in accordance with the SPD, and should positively facilitate and not prejudice the development of the New Neighbourhood, and meet the overall vision for the area. Special attention will be required to layout, building form, scale and roofscape, architectural treatment, and landscaping along ridgelines and slopes visible from the wider area.

5.5 Beyond the above site/area specific policies, the following policies within the Core Strategy are of direct relevance to the Proposed Development:

Policy	Summary/Relevance to Application
Policy CS1: High Quality Design	Development will only be permitted where the highest possible standards of design and site planning are achieved.
Policy CS4: Renewable or Low Carbon District Heat Networks	Development of less than 100 dwellings should connect to any existing available district heat network(s) in the vicinity providing this is practical and viable.
Policy CS4A: Presumption in Favour of	Confirms there is a presumption in favour of sustainable development. When considering proposals for sustainable development the Council will take a positive approach and work pro-actively with applicants to find

Sustainable Development	solutions so that sustainable development can be approved wherever possible.
Policy CS6: Developer Contributions	All new development of a sufficient scale that would add to the overall demand and impact on new infrastructure will be required to provide site specific measures to directly mitigate the impact of development. Development will also be required to provide either on-site or as a financial contribution infrastructure, services and community facilities to mitigate its impacts on existing communities and provide for the needs arising from the development. Where appropriate this includes financial contributions towards maintenance.
Policy CS8: Improving Accessibility	Priority will be given to providing the users of new development with a range of travel options other than the private car. Principles will be considered when determining planning applications including accessibility, off-site mitigation (financial contribution), provision and promotion of sustainable travel options and submission of a Green Travel Plan, and car and cycle parking and safe vehicular access in accordance with the Council's standards.
Policy CS9: Managing the Environment and Heritage	New development will be expected to conserve and enhance heritage assets, the natural environment, and the character, quality, distinctiveness and amenity of the landscape.
Policy CS15: Distribution of Housing	Between 2006 and 2027 a minimum of 28,355 homes will be delivered in accordance with the location of development in CS5. An indicative phasing capacity distributes 2,000 homes to land east of Harry Stoke.
Policy CS16: Housing Density	Housing development is required to make efficient use of land, conserve resources and maximise the amount of housing supplied. The density of development should be informed by the character of the local area and contribute to high quality design as set out in CS1, improving the mix of housing in the locality, and providing adequate levels of public open space, semi-private communal open space, and private outdoor space.
Policy CS17: Housing Diversity	In order to support mixed communities, both market and affordable new housing development must provide a wide variety of housing types and sizes to accommodate a range of different households, as evidenced by local needs assessments and strategic housing market assessments.
Policy CS18: Affordable Housing	New development of 10 or more dwellings or 0.33ha to include 35% on-site affordable housing, unless the applicant can demonstrate that the economic viability of a site is affected by specific factors and as a result a lower percentage should be provided.
Policy CS23: Community Infrastructure and Cultural Activity	Developers of major residential schemes will be required to demonstrate how their proposals will contribute towards the objectives of the South Gloucestershire Cultural, Heritage and Arts Strategies through the provision of additional, extended or enhanced facilities and/or access to or facilitation of art and cultural activities for new residents.
Policy CS24: Green Infrastructure, Sport	New development must comply with all the appropriate standards of provision in terms of quantity, quality, and accessibility (set out in Policy

and Recreation Standards	CS1). This must be delivered on-site unless it can be demonstrated that partial or full off-site provision or enhancement creates a more acceptable proposal. The usability of the spaces/facilities must be suitable for their intended purposes.
Policy CS25: Communities to the North Fringe of Bristol Urban Area	Development proposals will take into account the vision and partnership priorities of the North Fringe of Bristol urban area. Development proposals should accord with the key principles of respecting the existing character of communities, promoting high quality landscaping, and providing convenient and safe routes for pedestrians and cyclists as part of an integrated transport network.

Policies, Sites and Places Plan

- 5.6 The Policies, Sites and Places Plan (PSP) was adopted in November 2017, and supports the delivery of the Core Strategy. The PSP sets out development management policies and contains details of town centres and site allocations.
- 5.7 A list of PSP policies relevant to the planning application at Land at Hoodlands Farm is provided below.

Policy	Summary/Relevance to Application
Policy PSP1: Local Distinctiveness	Development proposals will be acceptable where proposals demonstrate an understanding of, and respond constructively to local buildings and characteristics. High quality design and innovative architectural responses will be favourably considered.
Policy PSP2: Landscape	Development proposals will be acceptable where they conserve and enhance the quality, amenity, distinctiveness, and special character of the landscape (defined by the Landscape Character Assessment). Amenity space, hard and soft landscape works, and open space provision will be required to be of a high standard of design, appropriate to the use and character of the development, and designed as an integral part of the development.
Policy PSP3: Trees and Woodland	Development which results in the loss/damage of existing mature/ancient woodland, veteran trees, or ancient/species rich hedgerows will only be acceptable where the benefits or need for development in that location outweigh the loss or damage. Development should minimise the loss of existing vegetation, protect and replace trees, and provide additional tree planting which integrates healthy, mature trees and hedgerows and includes native species.
Policy PSP6: Onsite Renewable and Low Carbon Energy	All development proposals will be encouraged to minimise end-user energy requirements over and above those required by current building regulations, and be expected to ensure the design and orientation of roofs will assist the potential siting and efficient operation of solar energy. All major greenfield residential development will be required to reduce CO2 emissions further by at least 20% via the use of renewable and/or low carbon generation sources on or near the site where viable.

Policy PSP8: Residential Amenity	Development proposals will be acceptable provided that they do not create unacceptable living conditions or have an unacceptable impact on the residential amenity of occupiers or nearby properties in relation to loss of privacy and overlooking, overbearing, noise, odours, fumes or vibration, or loss of light (daylight/sunlight).
Policy PSP9: Health Impact Assessments	All new development proposals should provide an environment that promotes health and wellbeing, addresses adverse health impacts, and reduces health inequalities.
Policy PSP10: Active Travel Routes	Where appropriate new development will be expected to provide links to an existing or proposed active travel routes.
Policy PSP11: Transport Impact Management	Development proposals which generate a demand for travel will be acceptable where appropriate, safe access is provided for all mode trips, any new/improved bus stops meet Council guidance, development is located on safe, useable walking and/or cycling routes or public transport, traffic would not generate severe congestion or have an unacceptable impact on highway safety, unobstructed emergency vehicle access is provided, and is accompanied by an appropriate Transport Assessment and Travel Plan.
Policy PSP16: Parking Standards	New development will be acceptable where they meet parking standards. In new residential development the minimum car parking standards are: 2 bed dwelling = 1.5 space 3 bed dwelling = 2 space An additional 0.2 car parking spaces per dwelling to be used by visitors. Only garages that meet internal space standards will count towards car parking standards (single = 6mx3m, double = 6mx5.6m).
Policy PSP19: Wider Biodiversity	Development which would result in significant harm to sites of value for local biodiversity which cannot be avoided by locating it on an alternative site, adequately mitigated, or as a last resort compensated for, will be refused. Where appropriate, biodiversity gain will be sought from development proposals.
Policy PSP20: Flood Risk, Surface Water and Watercourse Management	Development will be expected to reduce surface water discharge from greenfield sites to the estimated mean Greenfield runoff rate (QBAR) and the drainage system should be designed so that flooding does not occur on any part of the development for the 3.33% (1 in 30 year) rainfall event other than in those areas/systems designated to store/convey water. Flooding should not occur in any part of a building during a 1% (1 in 100 year) event, with an allowance for climate change. Sustainable Drainage Systems (SuDS) should be incorporated following the Surface Water Discharge Hierarchy wherever practicable, and development should not increase off-site flood risk.
Policy PSP21: Environmental Pollution and Impacts	New development sensitive to existing pollution sources, including fumes, dust, noise, vibration, odour, light or other forms of air, land or water pollution, will be acceptable where the pollution can be

	satisfactorily mitigated. Development on land affected by contamination will be acceptable where adequate remedial measures are taken.
Policy PSP37: Internal Space & Accessibility for Affordable Dwellings	Affordable housing shall be consistent with the nationally described space standards, meet accessibility standard M4(2), and provide 8% of units to meet wheelchair standard M4(3). M4 (2) and M4 (3) accessibility standards will only be required where step free access can be achieved.
Policy PSP42: Self-Build and Custom Housebuilding	The Council will encourage developers to provide serviced custom build plots on residential development sites of over 10 dwellings.
Policy PSP43: Private Amenity Space Standards	All new residential units will be expected to have access to private amenity space which is functional and safe, easily accessible from living areas, orientated to maximise sunlight, of a sufficient size and functional shape, designed to take into account surrounding context, and meet the following minimum standards: 2 bedroom house = 50sqm 3 bedroom house = 60sqm

Other Material Considerations

- 5.8 Other material considerations include relevant national policy, emerging policy, supplementary planning guidance and legislation.

National Planning Policy

- 5.9 The revised National Planning Policy Framework (NPPF) was published in February 2019 and is a material consideration in planning decisions. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. Relevant paragraphs within the NPPF are set out below.

Achieving sustainable development

- 5.10 **Paragraph 7** states that the purpose of the planning system is to contribute to the achievement of sustainable development. **Paragraph 8** provides three overarching objectives which should be pursued in mutually supportive ways which are an economic objective, social objective and environmental objective.
- 5.11 **Paragraph 9** clarifies that the three above objectives are not criteria against which every decision can or should be judged, further stating that *"...decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area"*.
- 5.12 **Paragraph 10** states that at the heart of the Framework is a presumption in favour of sustainable development. **Paragraph 11** of the NPPF requires that for decision-taking this means:
- (a) *approving development proposals that accord with an up-to-date development plan without delay; or*

- (b) *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless*
- (i) *The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - (ii) *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

Delivering a sufficient supply of homes

- 5.13 **Paragraph 59** states that to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 5.14 **Paragraph 64** states that where major development involving the provision of housing is proposed, planning policies and decision should expect at least 10% of homes to be available for affordable home ownership.

Open Space and Recreation

- 5.15 **Paragraph 96** states that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Further to this, it states that planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities and opportunities for new provision.
- 5.16 **Paragraph 97** requires existing open space, sports and recreational buildings and land, including playing fields, to not be built on unless:
- (a) *“An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
 - (b) *The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
 - (c) *The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use”.*

Promoting Sustainable Transport

- 5.17 **Paragraph 102** states that transport issues should be considered from the earliest stages of plan-making and development proposals.
- 5.18 **Paragraph 103** requires significant development to be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

- 5.19 **Paragraph 110** states that applications for development should give priority to pedestrian and cycle movements, facilitating access to high quality public transport, with layouts that maximise the catchment area of bus or other public transport services, and appropriate facilities that encourage public transport use. To address the needs of people with disabilities and reduced mobility in relation to all modes of transport and create places that are safe, secure and attractive.
- 5.20 **Paragraph 111** states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Effective Use of Land

- 5.21 **Paragraph 117** states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 5.22 **Paragraph 119** sets out that local planning authorities, and other plan-making bodies, should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership, using the full range of powers available to them. Achieving well-designed places
- 5.23 **Paragraph 124** requires the creation of high quality buildings and places to be fundamental to what the planning and development process should achieve.
- 5.24 **Paragraph 127** states that planning policies and decisions should ensure that developments:
- (a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - (b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - (c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - (d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - (e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
 - (f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and*

where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

- 5.25 **Paragraph 131** states that great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Meeting the challenge of climate change, flooding and coastal change

- 5.26 **Paragraph 155** states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).
- 5.27 **Paragraph 163** guides local planning authorities to make decisions which ensure that flood risk is not increased elsewhere. Where appropriate proposals should be supported by a site-specific flood-risk assessment.
- 5.28 **Paragraph 165** guides major developments to incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.

Environment

- 5.29 **Paragraph 170** states that planning policies and decisions should seek to enhance the natural environment including protecting and enhancing valued landscapes and recognising the wider benefits from natural capital and ecosystem services including trees.
- 5.30 **Paragraph 175** sets out principles local planning authorities should apply in regard to biodiversity and ensuring if harm arises from a proposed development that this is adequately mitigated.
- 5.31 **Paragraph 178** requires planning policies and decisions to ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.
- 5.32 **Paragraph 181** states that the opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

Supplementary Planning Documents (SPDs)

East of Harry Stoke New Neighbourhood Development Framework SPD

- 5.33 The SPD was adopted in May 2016, and provides a Framework to guide development at the proposed New Neighbourhood at East of Harry Stoke.
- 5.34 The EoHSNN SPD is intended to support delivery of development allocated for EoHSNN envisaged by Policies CS5 and CS27 of the Core Strategy.
- 5.35 The SPD states that the document provides further guidance to amplify Core Strategy Policy CS27 East of Harry Stoke New Neighbourhood, and to assist in making development management decisions. It establishes a flexible vision and broad principles

for development that amplify the policies of the Core Strategy in order that developers and members of the public understand the requirements to deliver comprehensively planned and designed development across the new community.

5.36 The SPD confirms that the Council will expect applications to demonstrate how the proposals do not prejudice the delivery of other parts of the new neighbourhood.

5.37 The SPD states that *“the SPD contains an illustrative master plan which indicates one way of designing the site. Other masterplans brought forward through the planning process may be equally acceptable, providing they are capable of demonstrating they are compliant with Policy CS27, with particular regard to meeting the requirements of comprehensive development and infrastructure delivery”* (Paragraph 1.34 of the SPD).

5.38 Other SPDs that are relevant to the determination of the planning application:

- **Affordable Housing and Extra Care Housing SPD (Adopted April 2021)** – This provides additional guidance to affordable housing (CS18). It confirms that as a starting point 8% of the affordable homes should be wheelchair adaptable (meeting Part M4(3)(2)(a) of the building regs) and the layout should have clusters of no more than 6no. affordable units.
- **Community Infrastructure Levy (CIL) & Section 106 Planning Obligations Guide SPD (Adopted March 2021)** – This provides guidance on CIL and S106 planning obligations. The SPD sets out that most medium scale development proposals are required to provide the following:
 - Affordable Housing;
 - local highway enabling works;
 - ecological mitigation, landscape works, open space, outdoor sport facilities and play equipment;
 - public art;
 - where appropriate works to listed buildings;
 - public rights of way; and
 - other identified and justified site specific measures such as:
 - (i) works or funding for the management and conservation of ecological measures
 - (ii) funding for archaeology or heritage assets
 - (iii) works or funding the diversion or enhancement of Public Rights of Way
 - (iv) land, works and funding for education, community and health facilities

- **Green Infrastructure SPD (Adopted April 2021)** – This includes (inter alia) best practice examples of how best to enhance a sites existing landscape and biodiversity features.
- **Tree and development sites (Adopted April 2021)** – This includes a calculation for tree removal/replacement and guidance on species to use for any landscaping scheme.
- **Sustainable Drainage Systems SPD (Adopted April 2021)** – This includes guidance on how to apply the SuDs hierarchy and expectations in relation to the design of SuDs features.
- **Residential Parking Standards SPD (Adopted December 2013)** – This provides details of the car parking requirements for new residential development and support policy PSP16. Design guidance for the location and type of car parking in new residential developments is also provided.
- **Waste and Recycling Collection Guidance for New Developments SPD (Adopted March 2020)** - This sets out the local waste requirements that should be incorporated into new development. This includes specific accessibility requirements such as maximum distances from collection point to collection vehicle.
- **South Gloucestershire Design Checklist SPD (Adopted August 2007)** – This provides a checklist for new development in order to help achieve good quality, sustainable design. The SPD requires that applicants take this checklist into account when designing a scheme, and include the key questions within the Design and Access Statement.
- **Revised Landscape Character Assessment (LCA) SPD (Adopted November 2014)** - This supports the implementation landscape conservation and enhancement policies, and provides a framework for other environmental initiatives.

Emerging Plans

South Gloucestershire Local Plan 2020

- 5.39 Consultation on the first stage of the new Plan took place 27 November 2020 to 1 March 2021. This initial consultation is high level and sets the scene for potential approaches to future growth. It does not identify any site locations or new planning policies. The Council expect to consult on Phase 2 (Growth Options and Sites) of the Plan in late 2021 and adoption of the new Local Plan is currently anticipated for the end of 2023.
- 5.40 Whilst the review process is at a very early stage, it is envisaged that key strategic policy direction will remain unchanged, certainly in respect of the application site and the surrounding area.

West of England Combined Authority (WECA) Spatial Development Strategy (SDS)

- 5.41 The West of England Joint Spatial Plan was formally withdrawn on 7 April 2020. Work is now underway on the West of England Combined Authority (WECA) Spatial Development Strategy (SDS). The SDS is currently at the gathering information stage. In

November 2020 an online survey took place, with the findings of the survey published early 2021. The draft SDS is due to be published for consultation in Autumn 2021. Examination of the SDS is anticipated for 2022 with adoption thereafter.

Policy Overview

5.42 In assessing the Proposed Development against the objectives and general principles of national and local planning policy, it is concluded that:

- National planning policy requires Local Planning Authorities to take a positive and pro-active approach to new development proposals that deliver sustainable development. The Proposed Development at Hoodlands Farm represents a significant opportunity to deliver development that contributes to meeting the needs and demands of local communities. The government's 'presumption in favour of sustainable development' represents a significant material consideration given the Proposed Development is in line with relevant extant and emerging local planning policy.
- The strategy for local planning policy is to direct most new development to the North and East Fringes of the Bristol Urban Area. This includes the creation of a new sustainable community to the east of Harry Stoke – the EoHSNN area. The Site sits centrally within the EoHSNN and the proposals present an opportunity to deliver much needed housing in the locality in the short term.
- The development will help to deliver the housing target of 28,355 homes set out in Policy CS15 of the Core Strategy.
- National and local planning policy recognise that good design is fundamental to creating sustainable places where people want to live, work and socialise. The proposals demonstrate how a high quality development could be achieved.
- Planning policy at all levels advocates development that creates well-connected communities. The Proposed Development will deliver a comprehensive development that promotes meets housing needs and creates economic growth.
- Planning policy at all levels seeks to protect and enhance distinctive and natural environments. The application demonstrates that the natural environment have been considered from the outset.

6. Planning Assessment

- 6.1 This section assesses the Proposed Development against prevailing development plan policies, taking into account material considerations.

Principle of Development

- 6.2 The Site forms part of the EoHSNN allocation (Policy CS27 of the South Gloucestershire Core Strategy). This allocation is for up to 2000 dwellings, a local centre and other infrastructure. The principle of bringing forward residential development on the application site is therefore firmly established.
- 6.3 The Site is within a highly sustainable location, which is identified as a focus for accommodating future growth. This is demonstrated by its inclusion as part of the EoHSNN allocation.
- 6.4 The Proposed Development will deliver significant residential development, including a range and choice of market and affordable housing. In addition, the proposals will secure new transport, pedestrian and green infrastructure in line with Policy CS27 of the Core Strategy and as out by the vision within the EoHSNN SPD.

Delivery of Housing

- 6.5 Whilst the Proposed Development has regard to the likely form and layout of the adjacent consented development, ensuring that it does not conflict with the approved offsite improvements to Hambook Lane and responding to the likely layout and connections of the neighbouring plots, the Proposed Development will proceed separately from the surrounding land parcels. The proposals are not dependent upon the commencement of development of the surrounding development by third parties. The Site is available now, offers a suitable location for development now, and as demonstrated by the technical documents submitted in support of this application, is achievable.
- 6.6 BoKlok aim is to deliver highly sustainable homes using modern methods of construction. The homes are built in factory conditions and constructed offsite for a fast building programme that accelerates the delivery of homes.
- 6.7 BoKlok has the expertise and resources to ensure the timely and efficient delivery of new housing and associated development at this site. The Proposed Development seeks to deliver both open market sale homes and affordable housing. The open market sale homes will be sold at a value which is in line with BoKlok's 'Left-to-Live on' calculation, enabling those on normal/lower incomes, such as key workers, to get onto the property ladder. The prospective home buyers will go through a screening process so that the homes are sold to local people in need rather than private investors.
- 6.8 36% of the homes will also be affordable (in accordance with local and national planning policy), with 18 homes being managed by a registered provider for rent and low cost ownership. The application proposes a tenure mix of 70% Social Rent and 30% Intermediate.

- 6.9 The delivery of affordable housing, together with the general provision of housing which helps to boost supply and increase availability, choice and affordability, is a significant social benefit. Such a benefit is a material planning consideration that weighs heavily in favour of granting planning permission.

Economic benefits

- 6.10 National Planning Policy contained within the NPPF and the adopted Development Plan for the area require the delivery of sustainable development, part of which is 'economic' and relates to the concept that sustainable development means development and growth (as specifically identified in the forward to the document).
- 6.11 The Site can provide 50 new dwellings to support and create construction jobs and indirect and induced construction-related jobs over the build period. The proposal has the potential for multiplier effects to support and create new jobs in the wider economy during the life of the development. A proportion of the additional residents to be accommodated will be of working age and economically active to contribute to the economy and the new residents can contribute net additional local retail expenditure.
- 6.12 The economic benefits of the Proposed Development are significant and should be afforded due (substantial) weight in the determination of this planning application in accordance with the NPPF.

Design

- 6.13 The NPPF emphasises the importance of good design as a key aspect for achieving sustainable development. Paragraph 131 of the NPPF states that great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in the area, so long as they fit in with the overall form and layout of their surroundings. This is emphasised in local planning policies Policy CS1, PSP1 and PSP43.
- 6.14 A comprehensive Design and Access Statement has been prepared by JTP which provides an assessment of the Site, its context and the constraints and opportunities which have informed the Proposed Development and explain the detailed design and layout.
- 6.15 The proposed design and layout of the development has been shaped by relevant planning policy and the technical assessments prepared for the Site. The layout has been carefully designed to retain the existing site features including existing mature trees and hedgerow throughout the Site and along the perimeter of the Site, including along the existing site access at Hoodland via Hambrook Lane.
- 6.16 In developing the proposals, discussions have taken place with those with adjoining land interests to ensure a cohesive development can be achieved. The Proposed Development facilities access points between adjoining land parcels and helps to secure an integrated movement network across the entire EoHSNN. The proposals provide a layout that is consistent with the surrounding density and character of proposed land uses which is consistent with the objectives of the EoHSNN.

- 6.17 The Design and Access Statement prepared by JTP demonstrates the Proposed Development is of a high design quality which delivers an attractive environment for future occupiers, and respects the existing and emerging local character.
- 6.18 Full details regarding the design evolution and how this relates to the wider EoHSNN is explained in the accompanying Design and Access Statement.

Access and Highways

- 6.19 A Transport Statement and Framework Travel Plan has been prepared by Jubb and is submitted in support of this application. In accordance with Paragraph 102 of the NPPF, highways considerations have been engaged at an early stage of the development proposals.
- 6.20 The Transport Statement confirms the following:
- The Site is well-located to access a range of facilities, services and employment opportunities, and is in a position to link into existing walking routes, cycle routes and excellent public transport services. As a result, there is the opportunity to travel to and from the site by sustainable modes of transport.
 - The Proposed Development would comprise of 50 residential dwellings and the forecast trip generation of the Proposed Development (indicates that a maximum of 26 two-way trips would be generated in each peak hour. This equates to approximately 1 additional trip on the highway network every 2 minutes during each peak hour and accordingly the proposed development is not anticipated to result in a material impact on the highway network.
- 6.21 In accordance with Paragraph 111 of the NPPF the Proposed Development is focused in an area which can be made sustainable due to the access to sustainable transport modes.
- 6.22 The application proposes 87 car parking spaces which is in general conformity with South Gloucestershire's car parking standards. Whilst the standards indicate the need for 91 car parking spaces, in the context of the Council declaring a climate emergency, these standards should be applied flexibly particularly where developments such as Hoodlands which are in highly sustainable locations, within walk and cycling distance to retail, leisure, community and employment uses and with direct access bus links such as the Metrobus.
- 6.23 The Proposed Development will deliver an initial vehicular access by upgrading the existing access on Hoodlands via Hambrook Lane. Once vehicle connections from third party land is available from adjoining land parcels to the south and/or the east, the vehicle access to the Site will be taken from the connection points from the south and/or east as shown on the Site Layout (Drawing no. HST-JTP-SW-GL-DR-A-SL-5000). The proposed access arrangements has been carefully considered with input from structural and civil engineers together with arboricultural disciplines to ensure the road is safe for pedestrians and suitable for refuse vehicles whilst ensuring suitable construction of the road in the context of nearby trees/vegetation which need to be protected.

- 6.24 The Transport Statement concludes that the Proposed Development would not generate a significant number of trips and as a result is not forecast to result in a material impact on the highway network. The report confirms that there are no highways or transport matters to prevent the proposals from being approved.

Ecology

- 6.25 A detailed Ecological Appraisal has been undertaken and this is reported in a separate document produced by Tyler Grange, which accompanies this planning application.
- 6.26 The Appraisal confirms that the Site is not covered by or adjacent to any sites that are the subject of statutory or non-statutory protection. The Appraisal also confirms no such sites, are located within the study area as defined by the Ecological Appraisal would be affected by the Proposed Development.
- 6.27 The Appraisal acknowledges that habitats on site have the potential to support a range of protected and notable species namely amphibians (common toad and great crested newt), badger, bats, birds, invertebrates, reptiles and hedgehog. Further surveys were undertaken for reptiles and roosting bats.
- 6.28 Reptile surveys conducted in 2021 indicate small population of slow worm is present at the Site. Precautionary methods will be employed during habitat clearance in order to avoid harm.
- 6.29 Emergence surveys of the main house (B1) and the annex (B2) confirm no bat roost is present. However, as a precaution due to some early activity between the house and the southern boundary, the southern end of the roof of B1 will be soft-stripped by hand under supervision of a licenced bat worker. Due to a lack of approved access to inspect the loft space, the roof of B2 will also be subject to a soft-strip under supervision.
- 6.30 Further surveys for great crested newt were not undertaken however Tyler Grange have surveyed extensively for the species over a period of approximately 10 years. There is a medium population in an offsite pond c.0.15km to the southeast which could be impacted by the development if they use on site habitats during their terrestrial phase. The Site will be registered to join the Natural England District Licensing scheme in order to mitigate for any impact to the conservation status of great crested newt on the Site.
- 6.31 The site layout, planting plan and lighting have been designed based on ecological considerations to ensure retention and protection of the most important ecological features on the Site, namely species-rich hedgerows and trees. Retention of these habitats will ensure continued opportunities for commuting and foraging bats, reptiles, great crested newt, birds and hedgehog. In addition, habitat creation and enhancement of retained habitats will ensure the favourable conservation status of these species is maintained.
- 6.32 The Ecological Appraisal confirms that in line with the NPPF requirements and where appropriate, there are opportunities within the scheme to deliver biodiversity net gain through:
- Incorporating native species rich hedgerows and trees;

- Enhancing species-poor hedgerows with infill planting;
 - Incorporating drainage pond designed with ecological benefits including with wetland planting;
 - Incorporating landscape planting that is of benefit to wildlife; and
 - Incorporating hibernacula, log piles, bird and bat boxes within the Site.
- 6.33 The Appraisal confirms that a Construction and Environmental Management Plan (CEMP) will be produced and implemented to avoid impacts to retained habitats of importance, namely hedgerows and trees; and protected and priority fauna. This will include measures to avoid impacts through pollution (noise, air and run-off). A Landscape and Ecological Management Plan (LEMP) will also be produced and implemented to maximise the biodiversity potential of retained and newly created habitats, both in terms of their biodiversity net gain requirements and their ability to support protected and priority species.
- 6.34 A Biodiversity Net Gain (BNG) Assessment has been undertaken by Tyler Grange in support of this planning application. This confirms there will be an overall net gain of +23.64% in Habitat Units. The enhancement of all the hedgerows will result in a total gain of +78.09% in Hedgerow Units. In addition, a gain in tree numbers will also be achieved, further increasing biodiversity, as well as opportunities for wildlife. This is a significant benefit of the proposals. The additional landscaping associated with the longer term proposals for the Hoodlands green corridor as set out within Drawing no. D0422-01-A (contained with the Design and Access Statement) are not taken into account within the BNG calculations. As such, once the initial site access is downgraded to a green corridor the BNG calculation would in fact be even higher than already demonstrated.
- 6.35 The Ecological Appraisal confirms that with the implementation of the mitigation and enhancement strategy proposed, the Proposed Development would be in conformity with relevant planning policy and legislation. The proposed biodiversity net gain associated is a significant benefit of the scheme and should be afforded due (substantial) weight in the determination of this planning application in accordance with the NPPF.

Trees and Arboriculture

- 6.36 The Arboricultural Impacts Assessment (AIA) produced by Tyler Grange identifies that only low value trees (Category C and Category U) require removal to facilitate the development. The removals include 18 trees which are predominantly located internally and are situated to provide limited visual amenity to the site and its wider locality.
- 6.37 A minimum of 31 new trees is required to accord with the replacement planting requirements identified within the Council's Supplementary Planning Document for Trees and New Development. The proposals identify planting of 61 new trees, almost double the number of trees sought. A further 14no. trees will be planted along the existing access when alternative vehicular accesses come 'online', enabling the road to be downgraded to a foot/cyclepath – See Landscape Plan HST-NTA-XX-XX-DR-L-PL-0503.

- 6.38 The levels strategy (prepared by Structa) seeks to avoid level changes/groundworks within the RPAs by using a series of retaining walls and slopes at the boundaries. For the site's levels to work there are pinch points within the RPAs which are unavoidable but can be suitably mitigated through measures identified within the submitted AIA.
- 6.39 The existing access track from Hambrook Lane will be widened and resurfaced to form a new temporary vehicular access. These access arrangements have been carefully considered, with inputs from structural, arboricultural, ecological and highways consultants to demonstrate that the construction of the access via Hambrook Lane will not cause unacceptable impacts to the 2no. Category B Oak trees present along the lane (T15 and T16).
- 6.40 Works within the Root Protection Areas of T15 and T16 has been kept to a minimum however, it is unavoidable particularly as foul connection is required to route along the access road to existing infrastructure along Hambrook Lane. To minimise impacts to the RPAs of T15 and T16 the construction of the road has been carefully considered and mitigation measures. These measures include (inter alia) the raising of the road and use of a 200mm no-dig cellular confinement system to avoid any excavation into the RPA.
- 6.41 The AIA concludes that the layout and access arrangements of the scheme has been directly informed by the tree survey constraints to avoid the loss of existing trees and hedgerow. Where tree removal is required the landscape proposals for tree planting far exceed the standards identified within the adopted Tree and Development Sites SPD.

Open Space and Green Infrastructure

- 6.42 A Soft and Hardworks Plan (Drawing no. HDF-NTA-XX-00-DR-L-0502 P02 and Drawing no. HDF-NTA-XX-00-DR-L-0501 P02) has been prepared by Neil Tully Associates to support the planning application.
- 6.43 The proposed development provides a total open space provision of 3,793 sq m of open space, with additional 684 sq m planned as part of the longer term proposals for the green corridor of Hoodlands. This will include a purpose designed Community Hub, located within the central part of the development and visible from the main access route.
- 6.44 The plans provide a planting schedule which includes the proposed trees and shrubs, along with the areas that are proposed for natural informal play areas. The plans retain the trees and hedging where possible.
- 6.45 In summary the Proposed Development seeks to:
- Integrate the Proposed Development with the existing landscape features and the emerging surrounding urban fabric.
 - Provide a greened interface with the proposed sustainable drainage system serving the Site.
 - Enhance existing hedged and treed boundaries of the Site with proposed infill planting of locally indigenous shrubs and trees.

- Provide specimen tree planting across the Site and in the longer term, create a robust and attractive treed avenue along the proposed cycle/footpath access to the south and connecting with Hambrook Lane.
 - Maximise opportunities for habitat creation and wildlife preservation in line with the ecological management objectives.
 - Maintain open amenity areas in appropriate locations in order to maximise the contribution of greenspace to the Proposed Development and the wider visual amenity of the Site.
- 6.46 The Site initial access along Hoodlands will be significantly enhanced through the creation of green corridor when it is no longer required as the main vehicular access to the Proposed Development.
- 6.47 At the point the vehicular access connections to the south and/or east of the Site become available, Hoodlands will be closed off by the use of bollards. New planting is proposed along the green corridor with a mix of native species and fruit trees. The existing hedges along Hoodlands are to be enhanced with native species of local provenance. Biodiversity enhancement are proposed and are to be located near to hedge base. Bird and bat boxes are to be fixed to existing trees.

Energy

- 6.48 In accordance with Paragraph 131 of the NPPF, the application promotes high levels of sustainability. An Energy and Sustainability Statement has been prepared by Hydrock to support this planning application.
- 6.49 For BoKlok, air source heat pumps system (ASHPs) are proposed for the development as the lead heating source with backup boilers to be provided for the coldest months and provide resilience in the heating system.
- 6.50 The Energy report concludes that after analysis of anticipating CO₂ emissions under Building Regulations Part L, and having undergone a lean design process to reduce the demand for energy, it is proposed that the development will utilise a ASHP per house, providing 20.2% reduction on BER.

Heritage

- 6.51 A Historic Environment Desk Based Assessment prepared by Cotswold Archaeology is submitted in support of this application. The Assessment considers the known and potential archaeological and cultural heritage assets within and immediately adjacent to the Site.
- 6.52 The Assessment confirms that there are no designated or non-designated archaeological remains within the Site. It also confirms that no statutory designations (Listed Buildings, Registered Parks and Gardens, Conservation Areas) located within the Site.
- 6.53 Some hedgerows bordering the Site are classed as non-designated heritage assets, which comprise 'important' hedgerows under the criteria for archaeology and history of The

Hedgerows Regulations 1997. The Assessment confirms hedgerows which are 'important' under the criteria for archaeology and history are not 'designated heritage assets'. They are 'non-designated heritage assets' of low heritage significance. The Assessment concludes that in heritage terms, a degree of removal (such as for access and other requirements) is generally acceptable, but an emphasis on retention in design is desirable. The existing hedgerows was a key consideration in the iterative design process and the proposals seek to retain the vast majority of the hedgerows. The Historic Environment DBA concludes that the level of removal proposed is appropriate to the limited significance of the hedgerows. It is also the case that the infill planting with native species on the retained stretches will comprise an enhancement.

- 6.54 The Assessment concludes that the proposals would not lead to harm to the setting or significance of any heritage assets in the wider environs of the Site.
- 6.55 The Assessment confirms that initial correspondence with the Council's Archaeology Officer has identified that geophysical survey is not likely to be required, but that trial trenches may offer a suitable additional method for gaining further information on the below-ground resource of the Site. The Assessment recommends that the scope and timing of trenches can be agreed during the application process.
- 6.56 The Assessment concludes that the report has not identified any evidence for the presence of potential archaeological remains which may preclude or otherwise constrain development of the Site.

Flood Risk and Drainage

- 6.57 In support of this application, a Flood Risk Assessment (FRA) and Drainage Strategy has been prepared by Structa.
- 6.58 The FRA confirms that the Site is within Flood Zone 1 and there is low risk of flooding.
- 6.59 Sustainable Drainage Systems have been incorporated into the surface water drainage network for the discharge of surface water on site which will minimise flood risk and improve water quality. The foul drainage from the Proposed Development will be collected by a foul drainage network and discharged into the Local Sewer network. The report confirms the proposed surface water drainage network has been designed according to South Gloucestershire Council SuDS guidance.
- 6.60 The report concludes that the proposed development can be implemented with no material adverse flood risk impact on-site or off-site.

Noise and Vibration

- 6.61 An Acoustic Assessment and a Vibration Assessment has been prepared by RBA Acoustics in support of the planning application.

Noise

- 6.62 The noise report confirms that the noise climate on site was dominated by road traffic noise from the M4/M32, with occasional contribution from passing train on the South

Wales GWR railway line and occasional contribution from construction traffic on Stoke Gifford by-pass.

- 6.63 The report categorised external noise on the Site for both day and night as Low Noise Risk. The report concludes that the overheating noise impact for both and day as Low/Medium Noise Risk. The report summarises that the predicted noise levels for the external amenity space should be considered acceptable.
- 6.64 The report sets out that internal noise levels can be effectively controlled by specification of suitable glazing and ventilation configurations.
- 6.65 The report concludes the Proposed Development is acceptable in terms of noise impact.

Vibration

- 6.66 The Vibration Assessment ascertain whether the Proposed Development are likely to be affected by train induced vibration.
- 6.67 The report confirms that there are no exceedances in levels of re-radiate noise, tactile vibrations or perception levels for any area of the Proposed Development. The report confirms no mitigation is required.
- 6.68 The report concludes the Proposed Development is acceptable in terms of vibration impact.

Air Quality

- 6.69 In accordance with Paragraph 181 of the NPPF and Local Policy xxx, the proposed Development seeks opportunities to improve air quality or mitigate impacts.
- 6.70 An Air Quality Assessment has been prepared by Hydrock to support this planning application.
- 6.71 The report confirms that UK-AIR background concentrations and local air quality monitoring have been used to establish baseline air quality conditions in the area. This shows that both modelled and monitored concentrations of air pollutants in the area and at the Site are well below the NAQOs.
- 6.72 The Assessment concludes that the construction phases of the Proposed Development could give rise to emissions that are Medium Risk for dust soiling effects on adjacent use and a Low Risk for human health impacts. However, by adopting appropriate mitigation measures to reduce emissions and their potential impact, such as those recommended in the Air Quality Assessment, there should be no significant residual effects.
- 6.73 The air quality report considers the potential exposure of future occupants at the Site. The Assessment concludes that the risk of exposure to NAQO exceedances due to emissions from both the local highway and the railway is low, based on the distance of proposed receptors from these pollutant sources. Therefore, it is concluded the Site is suitable, in terms of air quality, for the proposed residential use.

- 6.74 The report considers the cumulative in combination impact of the Application ref. PT16/4782/O Outline Environmental Statement, which concluded no significant impacts would occur. Therefore, no mitigation should be required in terms of air quality. Notwithstanding this, the Framework Travel Plan prepared by Jubb for the scheme provides a number of sustainable transport measures that will be beneficial in terms of air quality, as this will lead to a reduction in the number of polluting trips generated by the Proposed Development. The Air Quality Assessment further advises that the on-site parking could be considered as an additional measure to benefit air quality. Where parking is provided for residential dwellings, Electric Vehicle (EV) charging points for each parking space is provided. This could be in the form of 'EV Ready' passive parking provision, with a percentage also compromising active provision.
- 6.75 The Air Quality Assessment submitted in support of this application concludes overall that the Proposed Development will comply with all relevant air quality policy, including Policy PSP21 of the Policies, Sites and Places Plan. As such, air quality should not pose any significant obstacles to the planning process.

Ground Conditions

- 6.76 A Geoenvironmental and Geotechnical Ground Investigation report (prepared by Card Geotechnics Limited 'CGL') is submitted in support of the application.
- 6.77 The report confirms that a review of the historical maps indicates that from the earliest available maps in 1881 the Site has remained undeveloped, comprising open fields, before the existing Hoodland private resident development was recorded on the 1935 mapping. Since then, no significant changes are noted.
- 6.78 The report concludes that the ground conditions encountered during the investigation were generally consistent with the published geology, comprising Topsoil overlying the cohesive Mercia Mudstone Group.
- 6.79 Made Ground was encountered across the Site at a maximum thickness of 0.5m within the field areas, and 1.5m towards the eastern section of the storage area. Groundwater was not encountered during the investigation.
- 6.80 The report advises that three gas monitoring visits have been completed with a maximum carbon dioxide concentration of 17.6% and a maximum methane concentration of 0.3%. Characteristic Situation 2 (or Amber 1) protection measures are recommended but this can potentially be refined with more data. The report recommends that at least three further visits are completed. The results of chemical testing of representative soil samples indicated that determinants were recorded below the applicable human health assessment criteria for a residential use. On this basis, specific remedial measures to address risks to human health are not required for the proposed development.
- 6.81 In compliance with Paragraph 178 of the NPPF the proposed development is suitable for development and has taken into account the ground conditions.

Summary of Planning Balance

6.82 The land is allocated for housing development and the development accords with the development plan as a whole and should be afforded significant weight. The Proposed Development offers a number of significant benefits including:

- Delivering a comprehensive development on the Site in line with the Development Plan that will contribute to transforming this area to provide a vibrant and highly permeable new community in the northern fringes of the Bristol Urban Area;
- Securing new transport, pedestrian and green infrastructure in line with Policy CS27 of the Core Strategy and as out by the vision within the EoHSNN SPD;
- The provision of much needed **affordable and open market housing**, including the application of BoKlok's 'Left-to-Live' calculation which ensures the open market homes are sold at a 'mortgageable' price for BoKlok's target customers (e.g. key workers, first time buyers and those on lower incomes).
- The benefits of **modern methods of construction** include: a precision build which is consistent in its design quality (e.g. minimal snagging); reduces construction waste; reduces site deliveries, by up to 80%, and results in a faster build programme, by as much as 50% faster than traditional build.
- Supporting and creating construction jobs and indirect and induced construction-related jobs over the build period and has the potential for multiplier effects to support and create new jobs in the wider economy during the life of the development;
- Delivering **energy efficient homes** and use of low carbon technology (Air Source Heat Pumps, resulting in a **20.2% reduction in CO2 emissions**, exceeding the 20% local policy requirement;
- The landscape strategy is a central part of the development's design and includes public open space to facilitate play, grow and commune and promote physical activity. The layout and access arrangement have been carefully considered to maintain the landscape features of the site, particularly ensuring that boundary vegetation is conserved and enhanced. The proposals identify the **planting of +61 trees**, exceeding local guidance.
- The proposals include significant biodiversity retention and enhancements resulting in an overall **biodiversity net gain of +23.64% in Habitat Units**, exceeding the 10% benchmark. The enhancement of all the hedgerows will result in a total gain of **+78.09% in Hedgerow Units**;
- Conversion of the Hoodlands access to a green corridor which will result in further significant landscape and biodiversity enhancements;
- Careful consideration of the site access with input from structural and civil engineers together with arboricultural disciplines to ensure the road is safe for pedestrians and suitable for refuse vehicles whilst ensuring suitable construction of the road in the context of nearby trees/vegetation which need to be protected.

- The setting of the development is sensitive to the adjacent emerging residential development. This includes the various pedestrian, cycle and vehicular access points between the two new communities;
- There will be **an improvement in the drainage** of the Site by applying the SUDs hierarchy with the inclusion of appropriate drainage mechanisms and a surface water attenuation basin;
- The proposals avoid any unacceptable adverse impacts in terms of transport, heritage, noise and vibration, air quality and ground conditions.

6.83 Any impacts arising from the development have been suitably mitigated through design and through the provision of specific measures identified in the sections above. The proposed development is therefore in accordance with the national planning policy and the adopted Development Plan.

7. Draft Heads of Terms

Community Infrastructure Levy

- 7.1 South Gloucestershire's CIL Charging Schedule confirms that the application site is not liable to CIL payments as it falls within the East of Harry Stoke New Neighbourhood area, which itself is CIL exempt.

Planning Obligations

- 7.2 Due to the scale and nature of the development proposed it is considered that mitigation in the form of planning obligations is likely to be required. Such mitigation will be secured by means of Section 106 of the Town and Country Planning Act 1990 (as amended).
- 7.3 Negotiations with the LPA will be undertaken and concluded during the determination of the application proposal. Discussions will be informed by the South Gloucestershire Planning Obligations SPD (April 2021) and the Affordable Housing and Extra Care SPD (March 2021) and in the context of the Infrastructure Requirements identified within the EoHSNN SPD. The SPDs set out the Council's overall approach towards planning obligations to secure the provision of affordable housing and site specific measures required to mitigate the impact of development.
- 7.4 At this stage, BoKlok considers that the following matters will need to be addressed as part of the Proposed Development and/or through appropriate financial contributions or the provision of works 'in-lieu' of financial contributions:
- Affordable housing;
 - Transport and Highways – including a commitment to 'downgrading' the Hoodlands access to a foot/cycle path with enhanced planting at an appropriate trigger point;
 - Ecological Enhancements;
 - Open Space; and
 - Fire Hydrants.
- 7.5 Following further detailed discussions with the Local Planning Authority (and relevant stakeholders), it is envisaged that Heads of Terms can be agreed and a full Section 106 agreement prepared.
- 7.6 Obligations will need to be phased so that items and/or payments are triggered by either the commencement of development, or the completion and occupation of dwellings. It will be necessary to agree the final triggers for each obligation as part of the final Section 106 package.

8. Summary and Conclusion

- 8.1 This Planning Statement is submitted on behalf of BoKlok Housing Limited, to accompany a full planning application for residential development of 50no. homes comprising 32 open market sale homes, 12 low-cost home ownership and 6 social rented homes.
- 8.2 The subsequent assessment confirms the following:
- The proposals comply with both national and local planning policy. Moreover, the proposals exceed policy benchmarks in terms of sustainability, biodiversity net gain, tree planting and affordable housing provision and should be afforded due (substantial) weight in the determination of this planning application.
 - The proposals will make efficient use of the land and deliver a development which is accepted in principle by virtue of the site's location within the allocated EoHSNN;
 - No conflict with Crest development, including the approved highway alterations to Hambrook Lane (which have been incorporated into BoKlok's access proposals)
 - The application proposes 36% affordable homes. The open market sale homes will be sold at a price that people on lower incomes, such as key workers, will be able to afford.
 - The BoKlok homes are of a high quality design that accord with the sustainability policies contained within the Core Strategy including the generation of a 20.2% reduction in CO2 emissions, a significant benefit of the scheme. The modular construction of the development will ensure that the residential dwellings can be constructed quickly.
 - Reducing on and off site flood risk, through utilisation of sustainable urban drainage systems (SUDs).
 - There are no site specific constraints and the application is supported by a suite of technical documents and plans which demonstrates that the proposals will deliver sustainable development.
- 8.3 Overall, it is considered that the Proposed Development in this location on this Site, as described within this Statement and the accompanying technical reports and plans, is acceptable, and that planning permission should be granted accordingly.

Appendix 1: LPA Screening Opinion

Turley
40 Queen Square
Bristol
BS1 4QP

Please ask for: Customer Service Centre
Tel: 01454 868004
Our ref: P21/019/SCR
(Please quote at all times)
Your ref:
Date: 2nd July 2021

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (ENGLAND AND WALES) REGULATIONS 2017

PRE-APPLICATION SCREENING OPINION

Dear Amy Cooper

LOCATION: Land At The Hoodlands Hambrook Lane Hambrook South Gloucestershire BS16 1RL
DESCRIPTION: Screening Opinion for the erection of up to 50 no. dwellings.
REFERENCE NO: P21/019/SCR

I refer to your request for a screening opinion from the local planning authority for the above proposal in accordance with Regulation 6(1) of the above Regulations.

I am writing to advise you that in the authority's opinion an EIA is not required.

Please accept this letter, to be read in conjunction with the attached document, from the Local Planning Authority for the above proposal in accordance with Schedule 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

The proposed scheme falls short of the threshold of projects under Schedule 2 of the 2017 Regulations, although the Local Planning Authority considers the development falls into the category of development in section:

10: Infrastructure Projects:

(b) Urban Development Projects:

- (i) The development includes more than 1 hectare of urban development which is not dwellinghouse development;*
The development relates to dwellinghouses and as such criteria (i) is not applicable.
- (ii) the development includes more than 150 dwellings*
The development proposal in the screening submission is 50 dwellings which falls short of the 150 dwelling threshold above.
- (iii) The overall development area exceeds 5 ha.*
The site measures approximately 1.7Ha in area, which is well short of the threshold of 5Ha.

The development proposal falls well short of the thresholds related to development 10(b) as defined in column 2. As such it is likely that the development would not represent schedule 2 development.

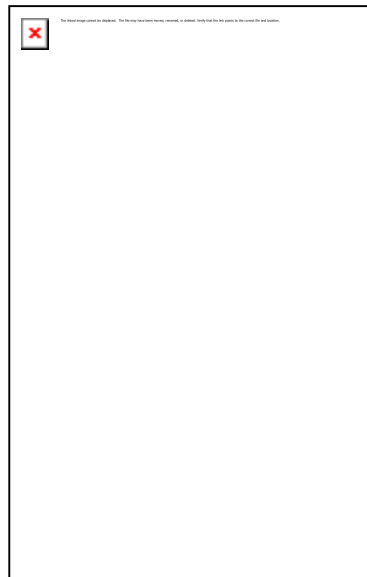
The development is not situated adjacent to or contains any sensitive area as defined in the above referenced EIA Regs 2017.

As such the opinion of the Officer on behalf of the LPA is that the development is not schedule 2 development, not in a sensitive area and considering all of the above matters is unlikely to result in significant environmental effects. As such a screening opinion is not required and the development is not EIA development. As such EIA is not required.

Yours sincerely



Sean Herbert
Principal Planning Officer – Strategic Major Sites



Appendix 2: Application Drawings and Document List

Application Drawings

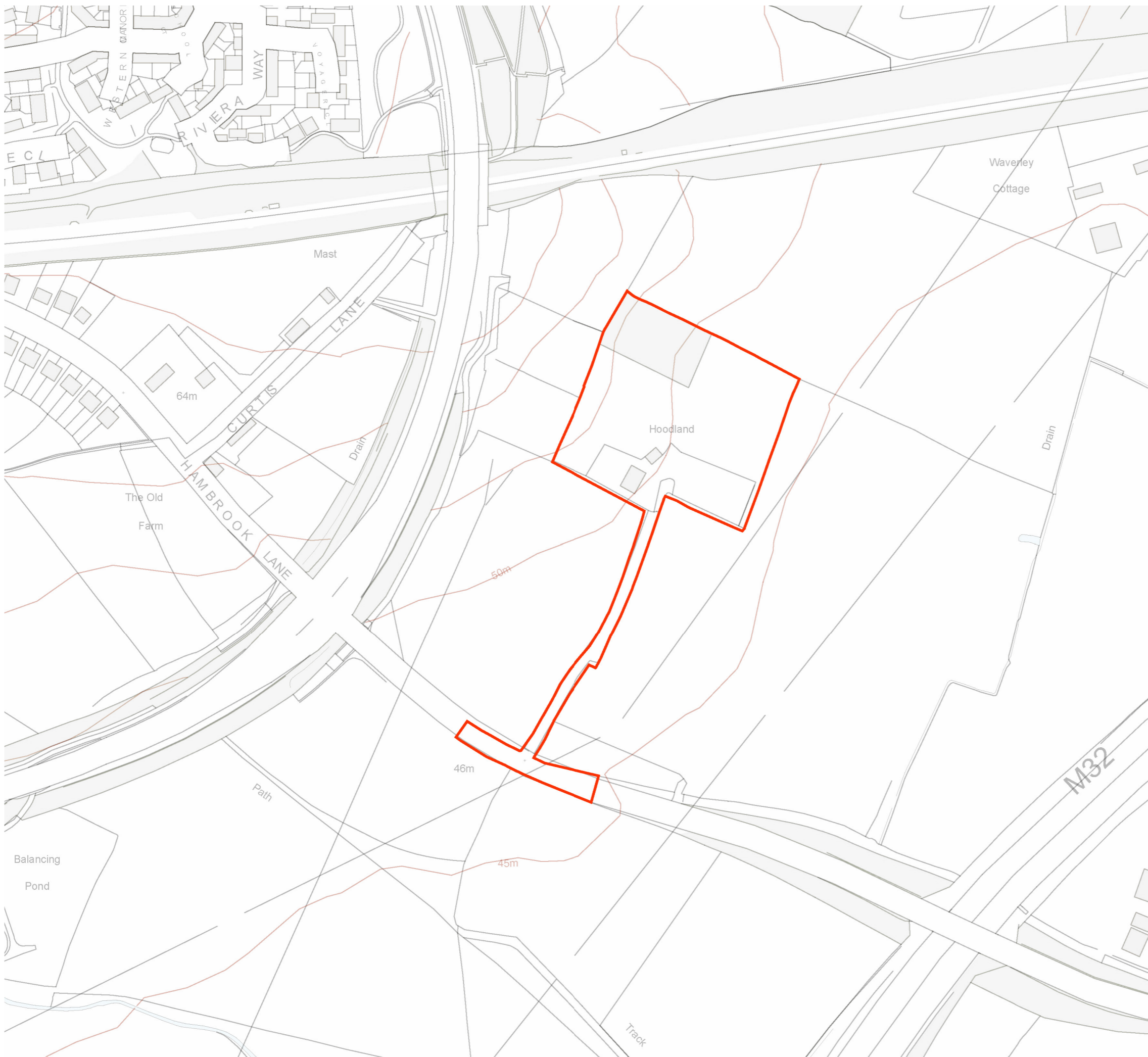
Plan Name	Prepared by	Reference
Site Location Plan	JTP	HST-JTP-SW-GL-DR-A-SL-5001 P1
Site Layout Plan	JTP	HDF-JTP-SW-GL-DR-A-SL-5000 Rev M
Existing Site Plan and Topography	JTP	HST-JTP-SW-GL-DR-A-SL-5009 P1
Illustrative Layout	JTP	HST-JTP-SW-GL-DR-A-SL-5002 P3
Boundary Treatment Layout	JTP	HST-JTP-SW-GL-DR-A-SL-5003 P2
Materials Layout	JTP	HST-JTP-SW-GL-DR-A-SL-5004 P2
Adoptions Layout	JTP	HST-JTP-SW-GL-DR-A-SL-5005 P3
Surface Treatment Layout	JTP	HST-JTP-SW-GL-DR-A-SL-5006 P3
Management Company Plan	JTP	HST-JTP-SW-GL-DR-A-SL-5008 P3
CGI View 1	JTP	HST-JTP-SW-GL-DR-A-SL-5010 P3
CGI View 2	JTP	HST-JTP-SW-GL-DR-A-SL-5011 P2
Street Elevation	JTP	HST-JTP-SW-XX-DR-A-EL-5030 P2
Housetype TCH2 Affordable FtB	JTP	HST-JTP-HC2-ZZ-DR-A-ZZ-5100 P2
Housetype TCH2 OMS FtB	JTP	HST-JTP-HC2-ZZ-DR-A-ZZ-5101 P2
Housetype TCH2 OMS Gable	JTP	HST-JTP-HC2-ZZ-DR-A-ZZ-5102 P2

Housetype TCH3 FtB	JTP	HST-JTP-HC3-ZZ-DR-A-ZZ-5103 P2
Housetype TCH3 Gable	JTP	HST-JTP-HC3-ZZ-DR-A-ZZ-5104 P2
Housetype TCH6 FtB	JTP	HST-JTP-HC6-ZZ-DR-A-ZZ-5105 P2
Proposed Access Off Hambrook Lane – with approved infrastructure work [within Transport Statement]	Jubb	SK_T_001
Swept Path Analysis Refuse Vehicle [within Transport Statement]	Jubb	SK_T_010
Swept Path Analysis – 7.5T Box Van and Estate Car [within Transport Statement]		SK_T_011
Hardworks Landscaping Masterplan	Neil Tully	HDF-NTA-XX-00-DR-L-0501 P04
Sofworks Landscaping Masterplan	Neil Tully	HDF-NTA-XX-00-DR-L-0502 P02
Cycle Footway Plan – Hard and Soft works	Neil Tully	HDF-NTA-XX-00-DR-L-0503 P04
Drainage Strategy	Structa	HST-STR-SW-GL-DR-C-SL-1905 P4
Levels Strategy	Structa	HST-STR-SW-GL-DR-C-SL-1901 P7
Cut and Fill	Structa	HST-STR-SW-GL-DR-C-SL-1902 P5
Access Road Sections	Structa	HST-STR-SW-GL-DR-C-SL-1903 P4
Impermeable Areas	Structa	HST-STR-SW-GL-DR-C-SL-1906 P3
Street Lighting Strategy	Structa	HST-STR-SW-GL-DR-C-SL-1911 P2
Foundation Strategy	Structa	HST-STR-SW-GL-DR-C-SL-1920 P3
Tree Constraints Plan	Tyler Grange	11857 P01e
Tree Retention and Removal Plan	Tyler Grange	11857 P04a
Tree Protection Plan	Tyler Grange	11857 P05a

Application Documents

Document/ Plan Name	Preparation Responsibility	Drawing/Document Reference
Application Form and Certificates	Turley	N/A
Community Infrastructure Levy (CIL) Questions Form	Turley	HST-TUR-XX-XX-FM-T-XX-1002
Covering Letter	Turley	HST-TUR-XX-XX-AP-T-XX-1000
Design and Access Statement	JTP	HST-JTP-XX-XX-RP-A-XX-1000
Planning Statement (including Affordable Housing Statement and S106 Draft Heads of Terms)	Turley	HST-TUR-XX-XX-AP-T-XX-1003
Flood Risk Assessment and Drainage Strategy	Structa	HST-STR-XX-XX-RP-C-XX-1000
Noise Assessment	RBA Acoustics	10905.RP01.ENS.1
Vibration Assessment	RBA Acoustics	10905.RP02.VIB.1
Phase 1 Ecological Assessment	Tyler Grange	11857 R02a Rev A
Biodiversity Net Gain	Tyler Grange	11857 R04 BNG LT MM 120721
Sustainable Energy Statement	Hydrock	ST-HYD-XX-ZZ-RP-ME-0001
Historic Environment Desk-Based Assessment	Cotswold Archaeology	R0692_1
Geotechnical And Geoenvironmental Interpretive Report	CGL	CGE/16484
Air Quality Assessment	Hydrock	HST-HYD-XX-XX-RP-Y-XX-1000
Arboricultural Impact Assessment	Tyler Grange	11857 R05 AIA JP HM 160721
Transport Statement	Jubb	21164-TS-01
Framework Travel Plan	Jubb	21164-TP-01
Utilities Site Appraisal (and appendices)	TDS	BLK U 02 UR-01

Appendix 3: Site Location Plan



Notes:
 Do not scale from this drawing.
 All contractors must visit the site and be responsible for taking and checking Dimensions.
 All construction information should be taken from figured dimensions only.
 Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.
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 Site boundary

P1	28.06.21	First issue for planning.	SC	GA
Rev	Date	Description	Drawn	Chkd

Drawing Status
Planning



Project
Hoodlands Farm

Drawing Title
Location Plan

Scale @ A3 1:1250 Job Ref. 01784A

Drawing No. HST-JTP-SW-GL-DR-A-SL-5002 Revision P1

