

POSITION STATEMENT

NORTH SOMERSET CORE STRATEGY

ISSUE 4 (A-G) DELIVERY, PROVISION OF  
INFRASTRUCTURE

ON BEHALF OF,

MEAD REALISATIONS LTD AND THE MANOR FARM  
LAND OWNERS CONSORTIUM

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### Appendix: Hydrock Byways & Highways Statement

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## Introduction

- I.1 Origin3 is instructed by Mead Realisations Ltd and the Manor Farm Land Owners Consortium to submit this Position Statement in respect of various sites within our client's ownership.
- I.2 This statement provides as a summary of, and update to, previous representations submitted to the Core Strategy. The statement is intended to aid the Inspector and discussion at the relevant Examination session, and we therefore deal with the specific issues for discussion set out in the examination programme (version 2, 5<sup>th</sup> October ED/07a).

### **(A) Housing Trajectory and whether rates of build are realistic**

- I.3 Mead Realisations Ltd and the Manor Farm Landowner Consortium support the trajectory and considers that build rates are achievable. We and other land owners at Parklands are progressing well in terms of identifying technical solutions toward delivery. The Weston Villages SPD continues to progress alongside the Core Strategy and deals with additional detail. In the context of continued progress on the SPD, joint working between landowners and the Council, and existing sites at Parklands with resolution to grant planning consent, we consider that the build rates are realistic.
- I.4 The employment led strategy contains sufficient flexibility to ensure that house build rates are maintained and there is landowner agreement on this strategy.

### **(B) Land Availability within settlements with reference to the revised SHLAA and whether sites listed are achievable**

- I.5 No comments.

### **(C) Projects required to support development**

- I.6 A key aspect of the Core Strategy is improving the balance between jobs and homes which Mead Realisations supports and is actively working towards. Mead Realisations has highlighted the importance of infrastructure as a key component of this process in making Weston economically attractive to businesses.

- 1.7 We note concerns of Baker Associates in connection with their interpretation of the strategy and their questions about deliverability of employment and housing in connection with rebalancing amongst other things, traffic flows through Junction 21.
- 1.8 Mead Realisations is one of the parties who has agreed to implement the employment led strategy and is actively bringing land forward for employment and securing new business investment in Weston.
- 1.9 It is not clear from Baker Associates statement how focusing development on South West Bristol will release private finance to improve Weston by making land available, promoting marketing campaigns and delivering infrastructure to redress the balance suggested.
- 1.10 The appendix to this statement prepared by Hydrock Byways & Highways provides further detail on this matter.

## **(D) Timing and funding of projects**

- 1.11 The Weston Package will certainly address development needs in the short term. As part of this transport strategy, Mead Realisations support additional infrastructure to increase Weston's attractiveness to new companies and can assist this process. One such piece of infrastructure is a Junction 21 relief road, linking the A370 with Wolverhill Road. This is identified in policy CS30. The delivery of this infrastructure is a key element of the employment led strategy and would relieve cross junction traffic.
- 1.12 We have costed the provision of a bypass and welcome the opportunity to investigate funding opportunities with the Council. Delivery of such infrastructure, paid for by local private sector finance (developer contributions) will make a significant contribution towards improving the attractiveness of Weston-super-Mare to business by improving accessibility and journey times.
- 1.13 The appendix to this statement prepared by Hydrock Byways & Highways provides further detail on this matter.

## **(E) Community Infrastructure Levy and section 106 planning obligations**

- 1.14 The funding for a bypass at junction 21 should be considered.

(F) Distinction of infrastructure contributions from residential development and other development contributions

I.15 No additional comments at this stage.

(G) Viability implications of required contributions for proposed development

I.16 No additional comments at this stage.