

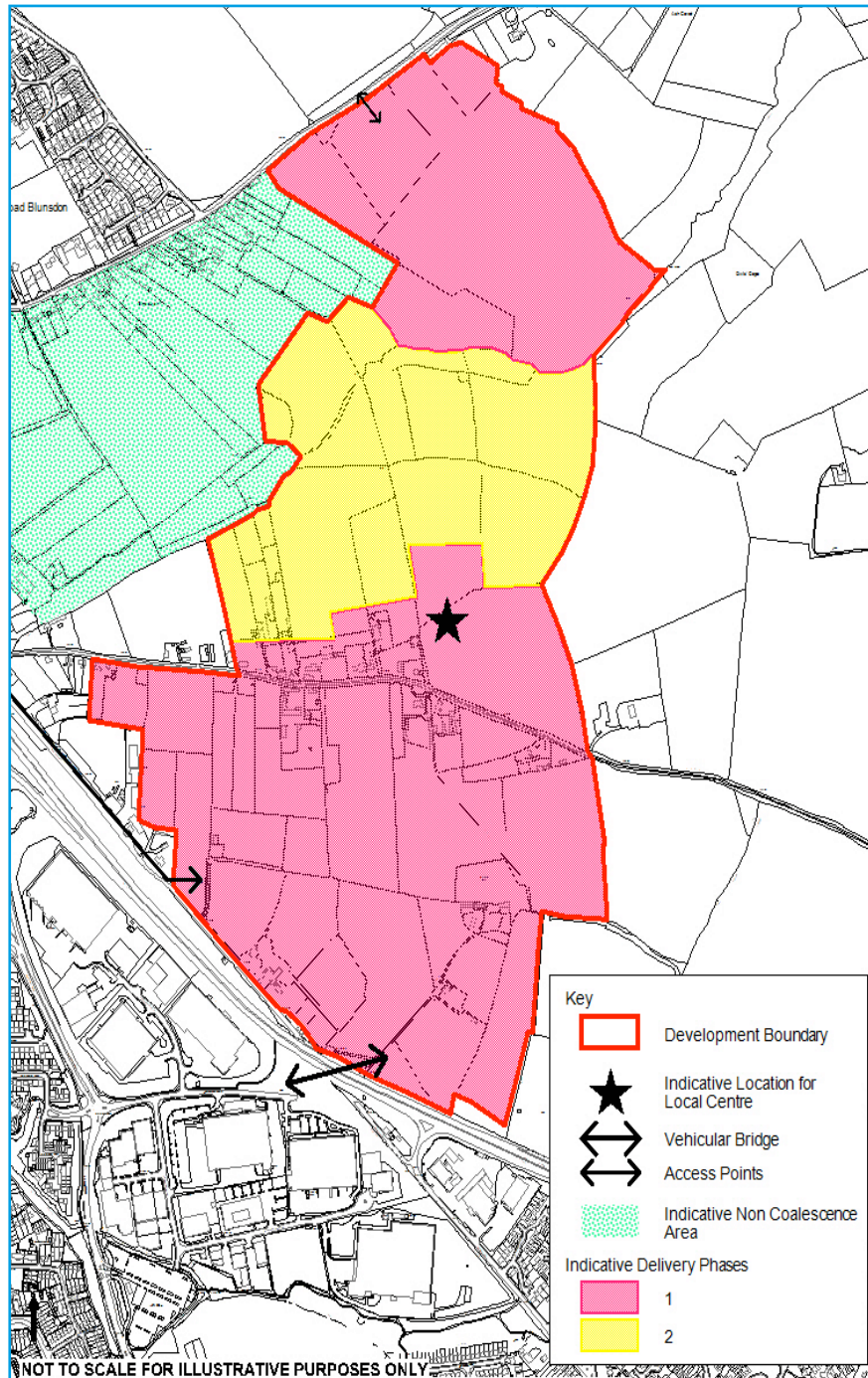


# **CONSULTATION DRAFT BLUNSDON - EAST NEIGHBOURHOOD PLAN (BENP)**

**2019**

**APPENDIX K**

**SBCLP 2026 Policy Kingsdown NC5**



### Policy NC5: Kingsdown (East of the A419)

- a. Land at Kingsdown (East of the A419) is allocated for a new mixed-use development, as defined on the Policies Map.
- b. The development shall provide:
  - a total of 1,650 dwellings, at an average density of 35 dwellings per hectare, with lower densities in the north and west of the development;
  - a mixed use Local Centre of not more than 1000m<sup>2</sup> retail floorspace with no more than 20% of that as comparison goods;
  - 2 forms of entry primary school and a children's centre;
  - contributions towards the delivery of 2 forms-of-entry secondary school places off-site;
  - temporary accommodation to manage the demographic peak at the primary school and contributions as such for secondary schools;
  - green infrastructure in accordance with Policy EN1 which connects with Broad Blunsdon and the wider countryside;
  - landscape mitigation to reduce the visual impact of development to the north and east of the site;
  - sport, leisure, and community facilities in accordance with the objectives of Policy CM2;
  - high quality public realm; and;
  - a community wide approach to renewable energy in accord with Policy DE2.
- c. Development at Kingsdown shall provide sustainable transport links that integrate with Swindon including:
  - a new all vehicular bridge across the A419 to connect to the Swindon urban area as the primary access route;
  - public transport links from the first phase of development
  - mitigation contributions for the highway network;
  - vehicular access routes from Cold Harbour Junction and the B4019 east of Broad Blunsdon, designed in such a way to discourage additional trips through Broad Blunsdon and Broadbush and protect the amenity of Kingsdown Lane including appropriate green infrastructure;
  - measures to minimise 'rat-running' through Broad Blunsdon village and from Cold Harbour Junction; and
  - connections for walking and cycling to Swindon and Broad Blunsdon.

- d. Development at Kingsdown will protect, integrate and enhance existing assets including:
  - Bydemill Brook and its tributaries; and
  - Stratton Wood
- e. Development at Kingsdown shall include mitigation to reduce the impact of development upon:
  - existing biodiversity and geodiversity assets in accordance with Policy EN4;
  - the risk of flooding at new and existing communities in accordance with Policy EN7;
  - the historic environment, including listed buildings and any archaeological features in accordance with Policy EN10; and
  - the context and character of Broad Blunsdon at the northern edge of the site, through the design of the development.
- f. The character and identity of Broad Blunsdon, including Broadbush, shall be protected by a principle of non-coalescence between the settlements. The masterplan for the development should include areas of green infrastructure and a form of development that contributes to this principle. The land between the Kingsdown development and the village shall remain part of the countryside. However, small scale development within this area, as defined on the Policies Map, will be supported where it retains or enhances the existing character of the countryside and:
  - involves the re-use, conversion or extension of existing buildings at a scale appropriate to their location, in accordance with the criteria specified in Policy DE1; or
  - is an essential requirement directly related to the economic or social needs of the rural community.

5.1

5.101 In order to provide an adequate supply of housing to meet the overall requirement and satisfy the 5-year housing land requirement it has been necessary to identify another smaller-scale urban extension to Swindon.

5.102 In the Preferred Options draft of the Core Strategy (2008), land at Kingsdown (East of the A419) was

allocated for 500 dwellings to meet the requirement within that Plan to be in accord with the draft RSS. However in the Small Scale Urban Extension Study (2008) land at Kingsdown was assessed as being less sustainable than Tadpole Farm. In the subsequent draft of the Core Strategy it was identified as a potential reserve site subject to delivery on other sites with the allocation being assigned to a larger Tadpole Farm allocation. Subsequent capacity work has limited Tadpole Farm to less than 1700 dwellings. To meet the additional housing requirement, land at Kingsdown has been assessed using the evidence of the small-scale urban extension study for its potential contribution to supply of housing.

5.103 The Small Scale Urban Extension Study concluded that it is accessible to employment opportunities in north east Swindon and retail and leisure facilities also in north east Swindon. However such accessibility is subject to direct access over the A419, particularly by walking and cycling. In landscape terms development south of Kingsdown Lane is more appropriate than north of it.

5.104 In order to provide for the essential infrastructure, particularly crossing the A419, a larger development is required than the initially identified 500 dwellings.

Also, to provide for an on-site primary school of 2 forms of entry a residential development of between 1,600 and 2,000 dwellings is required. In consideration of the landscape north of Kingsdown Lane lower density housing is proposed in that area reducing the overall capacity.

5.105 Access to Kingsdown shall be by more than one point. The primary access will be via a new bridge

over the A419 linking into the Swindon urban area including walking and cycling.

5.106 In order to deliver a sustainable development it is vital that the vehicular bridge is delivered early in the development. This may be secured through conditions relating to occupancy of residential units. Improvements to Cricklade Road shall be considered in the context of the proposed Kingsdown development and other developments.

5.107 It is important that any impact on Broad Blunsdon is minimised and mitigated. The policy includes measures to reduce 'rat-running' and for the development to respect the context and character of the village. The area between the proposed development and Broad Blunsdon shall remain part of the countryside to maintain the separate identity of the village

5.108 Key Evidence Base

Key evidence base documents include:

- Swindon Small Scale Urban Extensions Study (2008);
- Swindon Transport Strategy (2009); and
- Swindon Borough Green Infrastructure Strategy 2010-2026: Revised Consultation Document (2011).

### **Delivery and Links with Other Key Policies and Strategies**

5.109 Kingsdown is a key component of the development strategy for the Borough and is linked to many policies and strategies listed in the evidence base. Indicative phasing of the delivery of Kingsdown is shown on Figure 13 to provide clarity when development will be delivered. Effective management of development will be achieved

through the application of this policy and through:

- Alignment of proposals with other related strategies identified in the "Evidence Base" above;
- Implementation of the Infrastructure Delivery Plan; Swindon and Wiltshire Local Enterprise Partnership;
- Development framework plan, design codes and masterplan;
- Continuing dialogue between the Borough Council, the local community and developers; and
- The development management process.