

Introduction

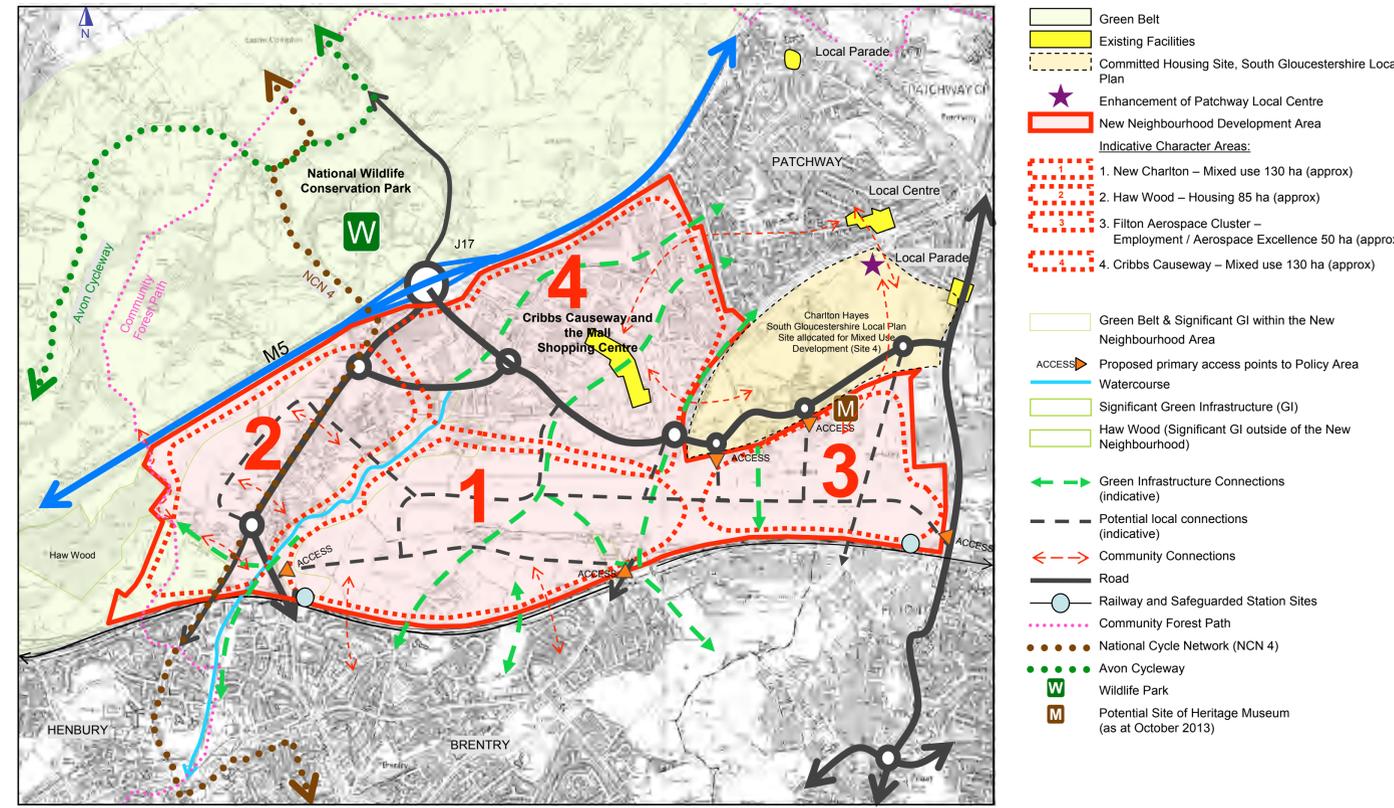
South Gloucestershire Council has prepared a draft Supplementary Planning Document (SPD) to guide development of the proposed Cribbs Patchway new neighbourhood.

The council is providing a further opportunity for you to comment before deciding whether to adopt the SPD as policy.

This exhibition summarises:

- the proposals
- how you can view the SPD and supporting information
- how you can comment.

Core Strategy Key Diagram



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The South Gloucestershire Core Strategy

The Core Strategy was adopted in December 2013. It sets the broad direction for development across the District for the period to 2026/27.

It includes proposals for a minimum of 28,355 new dwellings to meet identified needs.

Core Strategy Policy CS26 proposes development of a new neighbourhood at Cribbs Patchway comprising:

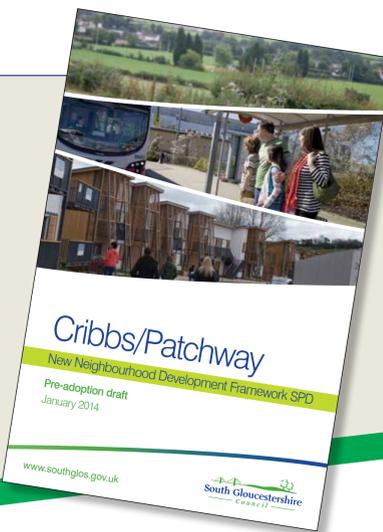
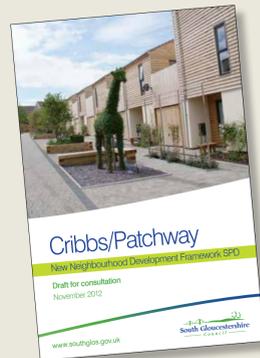
- approximately 5,700 dwellings in new mixed use communities
- around 50 ha of employment land
- greater diversity of commercial uses including additional retail
- supporting infrastructure and facilities.

The Draft SPD sets out in more detail how the proposals are expected to be developed.

This exhibition focuses on the main proposals of the SPD. Separate documents summarise:

- the consultation process to date
- the sustainability appraisal of the proposals
- technical reports - on transportation and other issues
- responses to frequently asked questions.

A few copies are available to view at the exhibition. Consultation documents can also be viewed on line.



Site context and characteristics

The policy area covers around 480 hectares.

Section 2 of the draft SPD identifies key features in and around the area which are relevant to its future planning.

Key features include:

Jobs and communities

- Being part of the Bristol North Fringe
- The cluster of aerospace companies
- The Cribbs Causeway retail area
- Residential communities and services in both South Gloucestershire and Bristol:
 - Patchway/Charlton Hayes
 - Filton
 - Catbrain Lane
 - Passage Road
 - Henbury
 - Brenty
 - Southmead



Landscape features

- Henbury Trym - river corridor
- Haw Wood and ridgeline
- Former airfield
- Filton Golf Course
- Open pasture land with strong field boundaries



Transportation

- Avonmouth freight rail line – southern boundary of area.
- M5 including Junction 17 – western boundary of area.
- Strategic highways – including arterial routes into Bristol
 - A38 Gloucester Road
 - A4018 Cribbs Causeway/ Wyck Beck Road
 - Merlin Road, Lysander Road
 - Hayes Way, Highwood Road.
- MetroBus
 - Proposed route via Highwood Road to The Mall
 - Scope to expand through area to Parkway Station.
- The Mall Bus Station and bus services.
- Cycle and walking routes - local within the area and strategic linking to the wider North Fringe and beyond.

Vision and objectives

What kind of place should be developed?

The council's vision for the Bristol North Fringe includes:

- its continued role as a major economic driver for the South West
- focus for employment, commercial, retail activity, education and learning
- residents and workers to have better access to local amenities and high quality public transport, walking and cycling links
- enhanced network of green spaces.

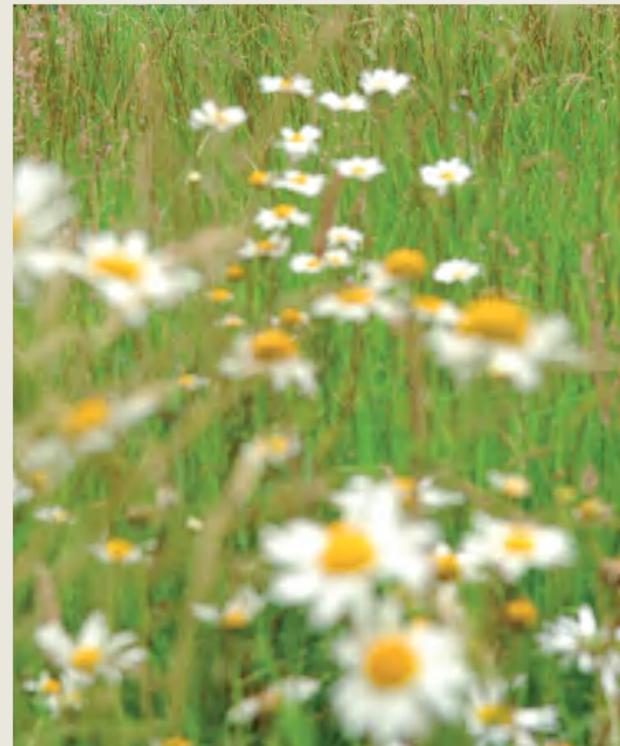
To be delivered at Cribbs Patchway:

- new landscape and movement framework
- good physical connections with surroundings areas
- lively communities
- high quality public realm
- local jobs and services
- recognition of local history/heritage
- sustainable development:
 - economic, social, environmental.

Delivery approach

The SPD will be used:

- in the assessment of individual planning applications
- in support of funding bids
- in coordinating provision of infrastructure:
 - open spaces
 - transportation networks
 - drainage
 - community facilities
 - schools and other local services etc.



The SPD provides:

- lists of requirements that developments should achieve
- diagrams showing how the requirements can be achieved.



The aim is for development to be:

- comprehensive in approach
- phased – to be provided in line with housing and jobs
- collaborative – with cooperation between landowners and with public bodies – to make it work
- efficient – to provide benefit to the whole area.



Access and movement

How will the development areas be accessed and movement through the area be provided?

Provision of:

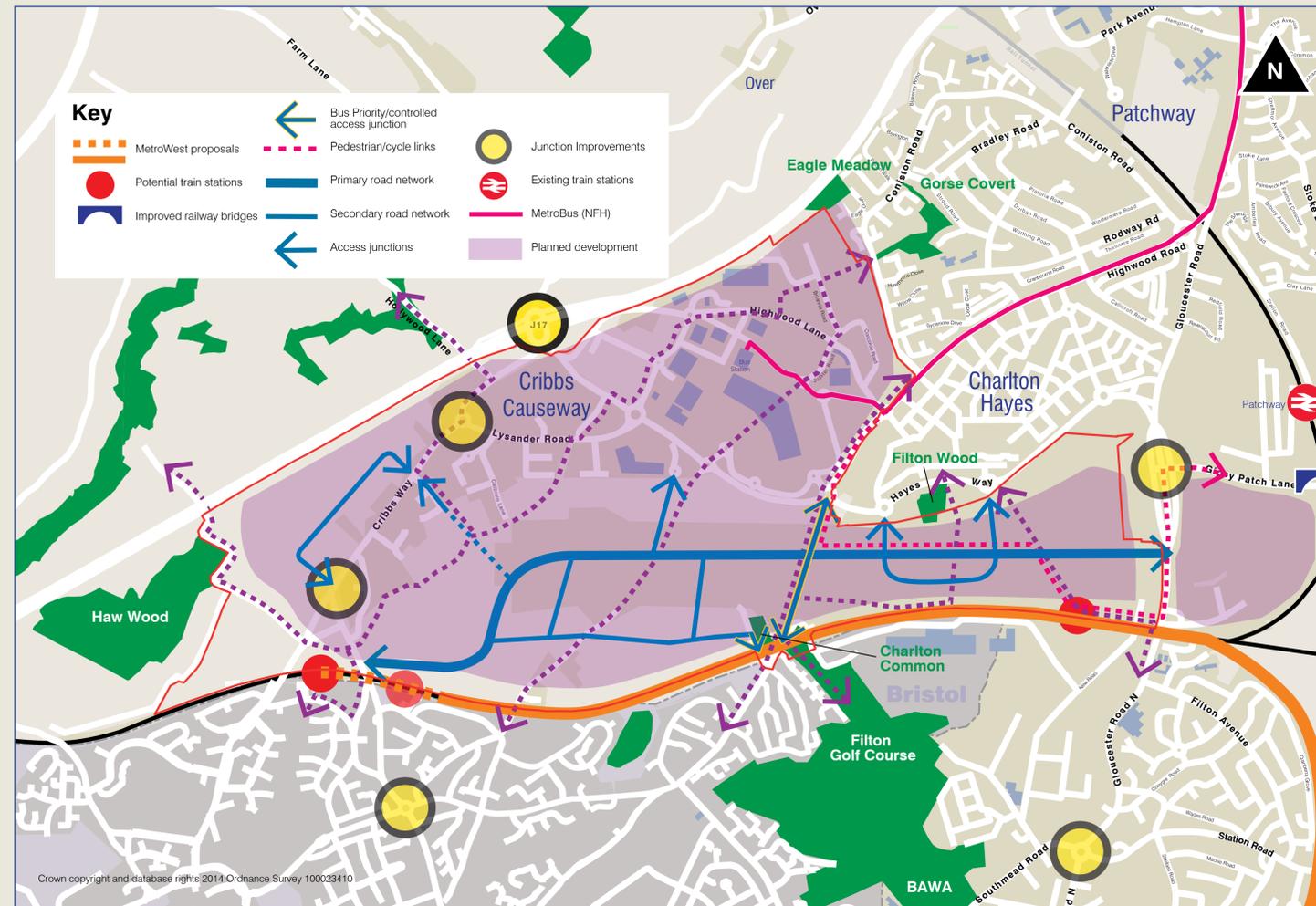
- Strategic access connections
- New and improved walking, cycling and public transport links.

The movement network should be broadly as indicated in the diagram opposite.

The aim is for a more sustainable pattern of movement here and across the Bristol North Fringe.

Planning applications should demonstrate that:

- sustainable modes will be more convenient than car travel
- priority is given to safe walking and cycling routes
- sustainable travel options will be in place from the outset
- residential areas will have mainly front access - i.e. not rear parking courts
- neighbourhoods will be walkable - i.e. homes will have attractive walking routes to:
 - public transport services within 400m
 - shops and other main services within 800m



The main movement proposals are:

- Walking and cycling routes
- Bus network and infrastructure
- Rapid Transit network
- Rail – safeguarding sites to allow new passenger services along Henbury line with new stations at Filton North and Henbury
- Highways
 - on site
 - defined site access points
 - off site – enhancements to the wider network to address growth in traffic from the development
- Traffic management:
 - provision for traffic management in neighbouring areas to mitigate the impact of development on them.

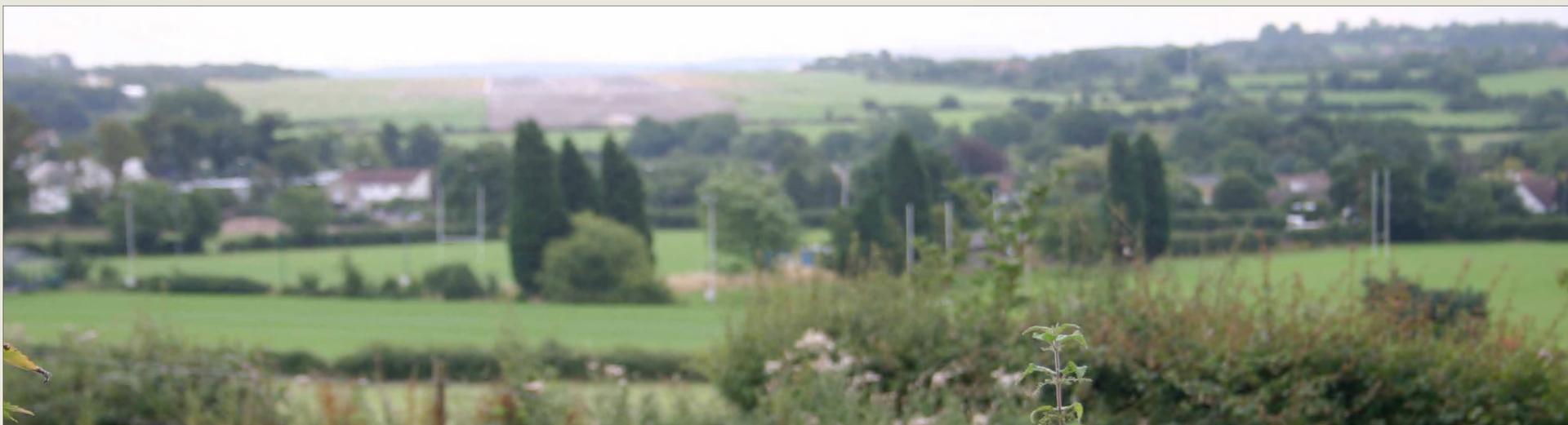


Green and blue infrastructure

A network of natural and semi-natural features, green spaces, rivers and lakes to complement residential areas and the sustainable movement pattern.

Requirements include:

- Informal open space – around 19 hectares
- Natural and semi natural open space - around 20 hectares
- Outdoor sports - around 22 hectares
- Children’s play - around 3.5 hectares
- Allotments - around 2.7 hectares



Haw Wood area

- Woodland extension to Haw Wood and the ridgeline.
- Existing hedgerows to be incorporated into new woodlands.
- Wildflower meadows with mown footpaths.

Henbury Trym area

- Improved footpath and cycleway to Blaise Estate.
- Trym side ecological corridor.
- Footpath/cycleway located away from stream to protect ecology
- Areas for natural play.

Destination park

- Mix of sports provision (with school dual use).
- Outdoor gym/multi-use games area (MUGA).
- Community gardens/allotments.
- Kickabout areas.
- Possible water features.

Within housing areas

- High quality public and private landscape.
- Existing landscape features retained and enhanced.
- Footpaths/bridleway.
- Wildflower meadows.
- Sustainable urban drainage.
- Tree lined routes.

Within commercial areas

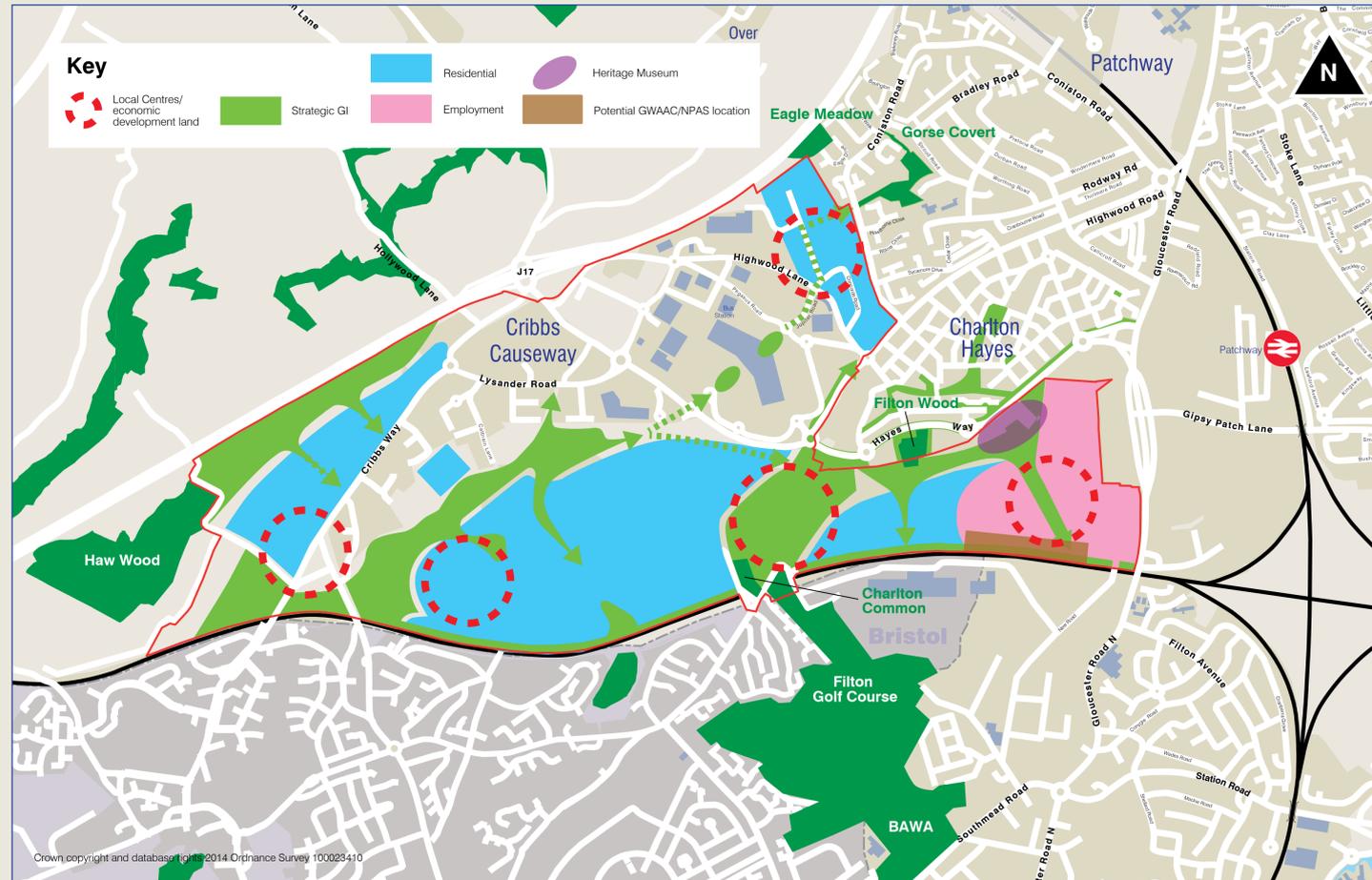
- Public square/market place in front of The Mall.
- High quality public realm (accessible and attractive space between buildings) including hard landscaping, street trees etc.
- Extension of Filton Wood Site of Nature Conservation Importance (SNCI).

Land use

The requirements for the development of mixed use communities and employment proposals – adding detail to Core Strategy Policy CS26.

Planning Applications will need to demonstrate:

- a pattern of complementary mixed-uses and avoid single-use or isolated facilities
- a perimeter block structure to provide public frontages
- higher density uses around strategic walking, cycling and public transport routes
- design to allow for future flexibility and change.



Employment

- Support the vision for the Filton Enterprise Area:
 - Aerospace design and research
 - Defence
 - Advanced manufacturing
 - Emerging materials technologies
 - Support aerospace supply chain
 - Also - finance and business, data management, sustainable and low carbon energy research.
- Around 50 hectares of employment land
- Primarily at eastern end of the airfield
- Include for Air Ambulance, Heritage Museum, access, landscaping, drainage and local centre
- Around 30 hectares directly available for jobs
- Focus on:
 - General industrial
 - Light industry and high tech
 - Office uses
- Encourage apprenticeships and training.

Housing

- Provide for 5700 dwellings by 2027
- Meet the full range of needs
- Affordable housing
- Extra care for the elderly
- Space for gypsies and travellers
- Provision for self build housing.

Emergency services

- Provide for the continued operation of the Air Ambulance and Police helicopter on site – unless a satisfactory off-site solution is secured.

Co-location of community facilities

- Wherever possible community buildings should be shared or located together.

Heritage Museum

- An aerospace heritage museum for both the Concorde Trust and Bristol Aero Collection.
- Potential location within and adjacent to the Listed hangars on the north side of the airfield.

Waste recovery and recycling

- A local Waste Transfer Centre for recycling is required.

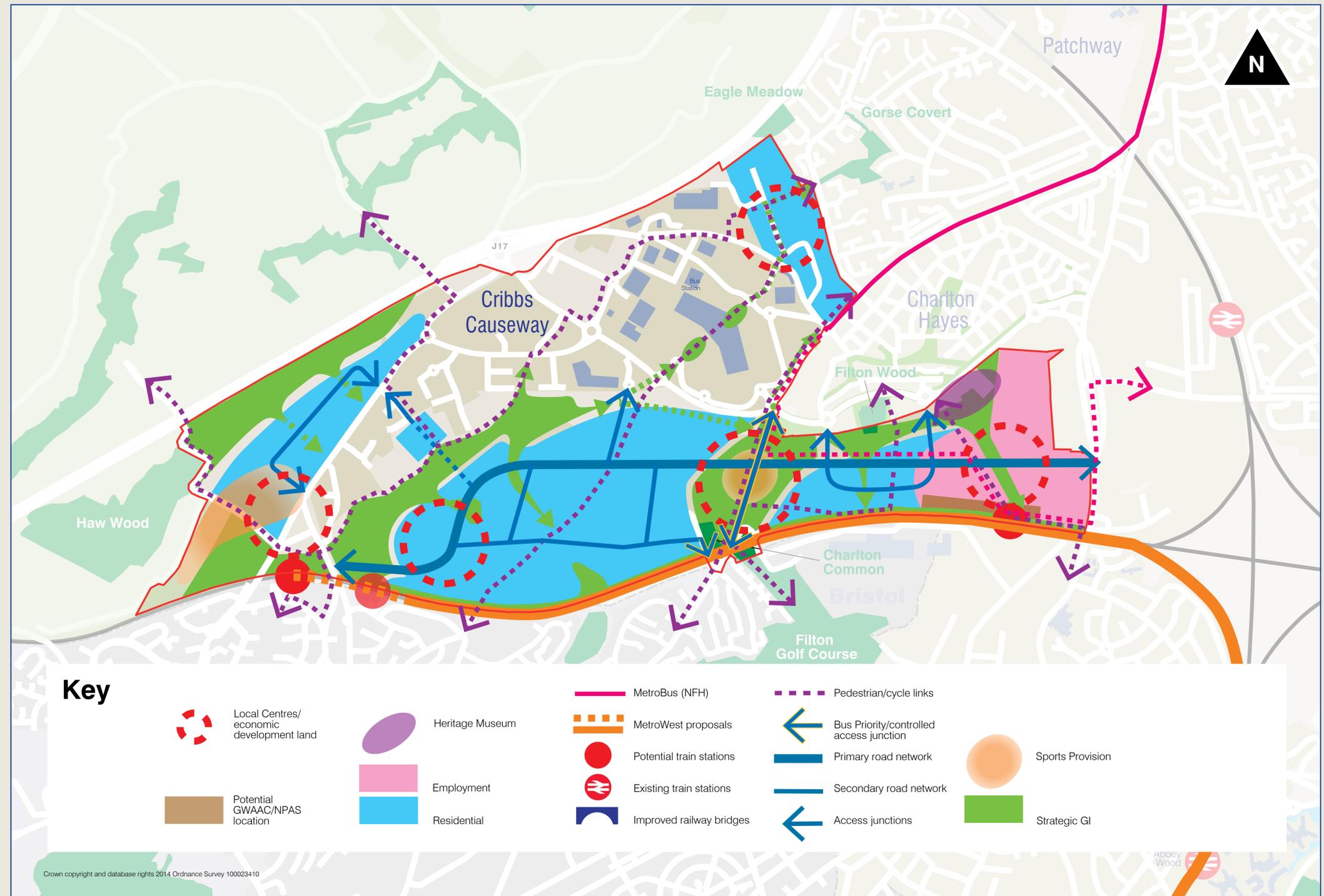
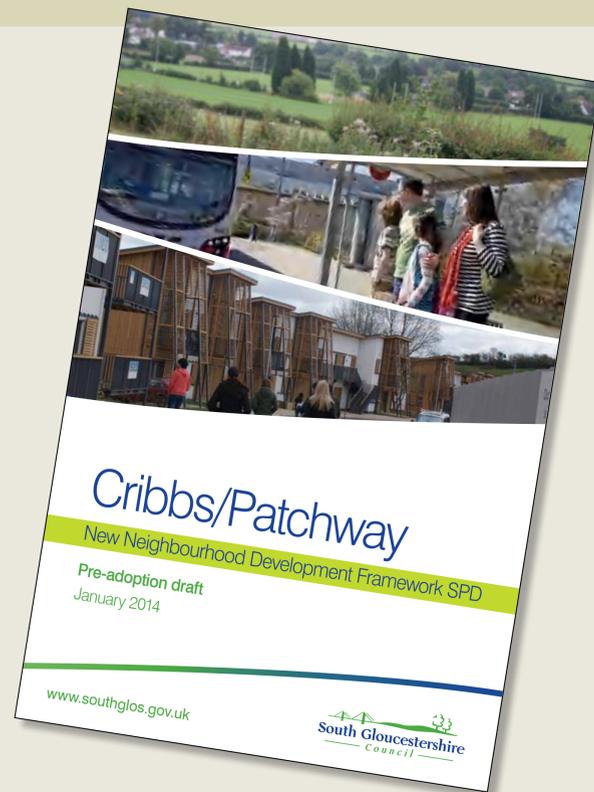
Cribbs/Patchway New Neighbourhood Framework Diagram

This diagram brings together the strategies for:

- Access and movement
- Community infrastructure
- Green and blue infrastructure
- Land use

It illustrates how the council anticipates the new neighbourhood will develop over the next 10 to 15 years.

The diagram needs to be viewed alongside the SPD text.



Renewable/low carbon power, heat and waste networks

Potential to be an exemplar project in efficient co-ordination and use of resources.

Utilities

- Electricity, gas, water and sewage infrastructure
- Requires co-ordinated approach

Low carbon and renewable energy

- A range of technologies to be used appropriate to specific circumstances e.g.
 - localised Combined Heat and Power (CHP) systems in area of higher density uses
 - PV/solar water heating and ground source heat pumps for lower density areas.

Proposals to demonstrate

- how site specific proposals fit with and support wider strategy
- Programme for compliance with changing standard of energy conservation within the building regulations
- consideration of the potential for District Heating
- minimum code for Sustainable Homes level 4 or BREEAM 'very good'.
- layouts will take account of buildings and roof pitches maximise solar gain and potential for solar technology.

Summary

The Cribbs Patchway New Neighbourhood is a major development area which should be built out over a 10-15 year period.

It is a complex area with many requirements to be met.

A draft development framework SPD for the New Neighbourhood was 'endorsed' by South Gloucestershire Council in January 2013. It has been used to guide design work and discussions with the major landowners.

The Core Strategy has been adopted as policy.

The SPD for the new neighbourhood has been updated and the council must shortly decide whether to adopt it.

- The SPD text sets out the main requirements that should be met in developing the area.
- The SPD diagrams illustrate how the requirements may be met. It is however only illustrative.
- The SPD only provides a framework for development – the full detail will only come forward as part of planning applications.
- Planning applications will need to be assessed to establish how far they meet the policy tests of the Core Strategy and more detailed requirements set out in the SPD text.

Further information

This exhibition can only provide a summary of the main proposals.

More detail is set out in the SPD and supporting documents. These can be viewed at the exhibition or online at:

<http://www.southglos.gov.uk/cribbspatchwaynn-consultation>

and <http://www.southglos.gov.uk/cribbspatchwaynn>

How to comment

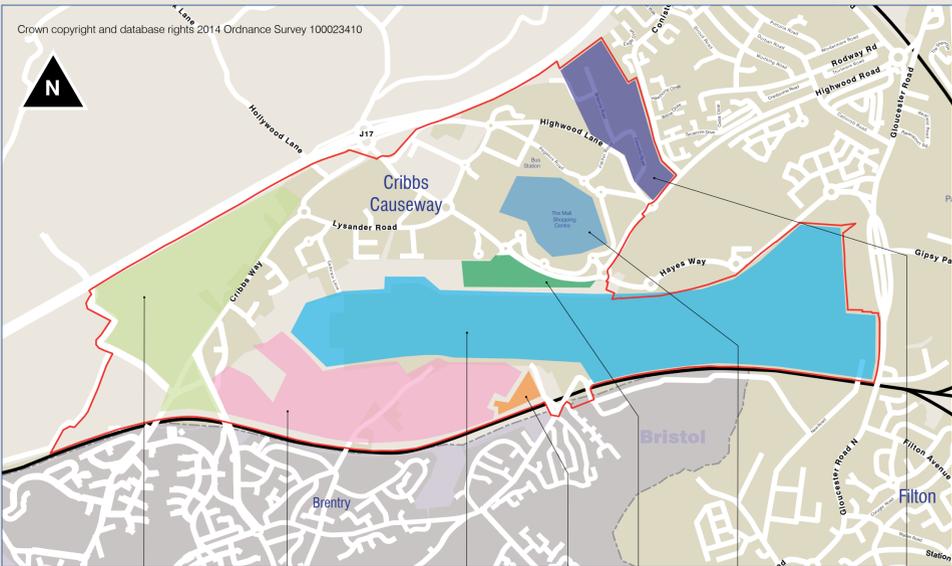
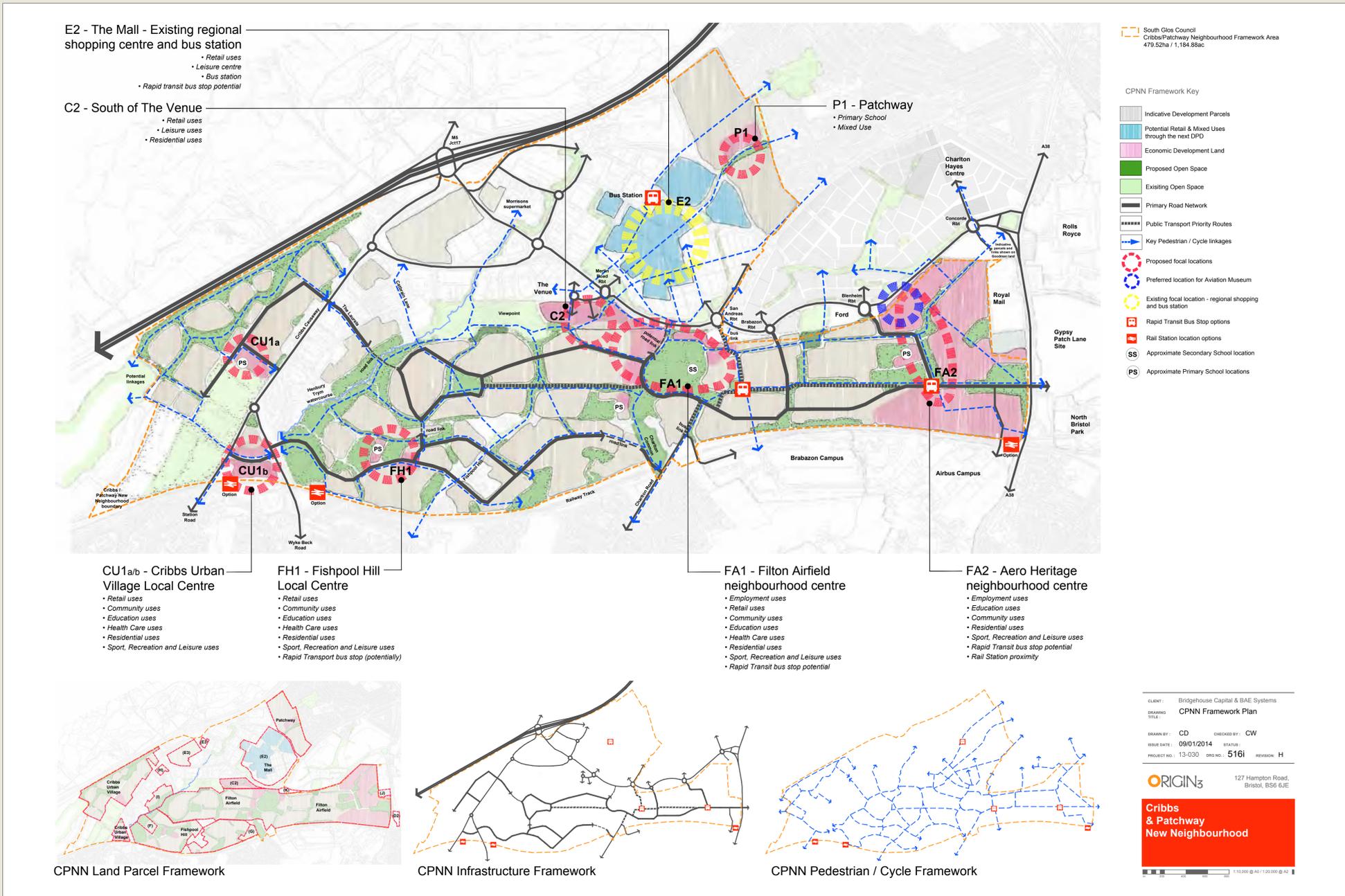
For your views to be considered in full they must be submitted to the council either by:

- return of comments slip available at the exhibition
- letter to: **Major Sites Team, PO Box 299, Civic Centre, High Street, Kingswood, Bristol BS15 0DR**
- email to: cribbspatchway@southglos.gov.uk



Updates on the landowners plans

The landowners are working on detailed plans for the New Neighbourhood and for their individual sites. These two plans show broad landownerships and the latest version of their framework plan.



Deeley Freed Skanska Residential (DFSR)

Manage the land west of the A4018. The Core Strategy has removed this land from the green belt and made it available for residential development. DFSR are developing plans for around 1,000 dwellings and supporting facilities. Exhibitions showing emerging proposals for this site were held in October 2013 and January 2014. A Planning application is expected in Spring 2014.

Persimmon Homes & Ashfield Land

Manage the land south of the former airfield at Fishpool Hill. A planning application has been made for up to 1,100 dwellings, a local centre, primary school and associated infrastructure. The target date for consideration of this application is 30th January 2014.

BAE Systems/Bridgehouse Capital

Bridgehouse Capital has entered into a joint agreement with BAE Systems and is now the majority landholder in the new neighbourhood. They are likely to consult on proposals for their land early in 2014.

Redrow Homes

Redrow Homes were granted permission in 2012 to alter and widen an access road at Charlton Common. An application to the Planning Inspectorate for consent to do works on the common land was subsequently withdrawn.

The Mall

The Core Strategy requires the Council to undertake a further review of policy for The Mall and Cribbs Causeway retail area as part of the Policies, Sites and Places Plan.

J T Bayliss

The Control land south of the venue and are suggesting scope for a commercial leisure facility

Patchway Trading Estate

The trading estate is managed by LaSalle Investment Management. The Core Strategy indicates scope to change this area to have more residential or mixed-use and to provide better links between Patchway and the Cribbs Causeway area. There are a number of existing tenants in this area which may affect the speed of redevelopment.

Art and design in the public realm

South Gloucestershire Council recognises that public art can play an important part in developing the cultural identity of South Gloucestershire and in contributing towards a high quality public realm.

It is working to develop an Arts Plan for the entire development site. This will help the developers and the authority add value, distinctiveness and creativity across the area.

The emerging Arts Plan recommends creative ideas, which are integrated within the development of green spaces, public realm and community life, rather

than suggesting a number of stand-alone 'statues'.

The Plan looks at the big picture: creative ideas which connect or benefit the whole area and make it feel like a distinctive and special place.

The Plan will promote high quality artworks in public spaces. There are opportunities to contribute to the character of each development site, using public art to add value perhaps to a key public building, an enhanced green area or a significant heritage location such as the Aero Museum.

The Art Plan

The Art Plan suggests:

1. Green Movement Corridors

- Using public art to promote walking and cycling to access schools, neighbourhood centres and local places of employment.
- Creative sustainable lighting.
- Artist involvement in the design of pedestrian bridges or key spaces.
- Subtle interpretation and way finding along public paths.
- The placing of 'hidden gems' that only travellers can discover and decode.
- Artworks to identify and enhance walking and cycling routes to school.
- Artworks which explain wildlife corridors and link to education.
- Commissions which encourage/discourage use of particular paths and routes.



2. Public Buildings

- Raising the attractiveness and prominence of public buildings especially school design.
- Improving the experience and enjoyment of community buildings, libraries, museums and sports venues.
- Providing stimulating environments in which to learn.
- Improving the setting for health care.



3. Local Centres

- Delivering a sense of place, distinctiveness and identity within each local centre.
- Upgrade hard and soft landscape to provide an appropriate setting.
- Improve the environment and identity of public transport stops.
- Creative lighting to enhance evening activity.
- Integrate commissions within the street, building fabric and public space.



4. Engaging Communities

- Establish a programme of temporary and community engagement works linked within each of the key development sites.
- Using art as a vehicle for communication, inspiration and signalling change.
- Public art to foster a sense of pride and bring heart and meaning into new and refurbished places and spaces.

