



Cribbs/Patchway

New Neighbourhood Development Framework SPD

Draft for consultation

November 2012

Contents

	Page
1 Introduction and Background	4
Purpose of the Document	4
Process and Programme	5
South Gloucestershire Core Strategy	6
Public Consultation	10
Sustainability Appraisal	12
2 Site Context and Characteristics	13
Location	13
Landscape	13
Transport	14
Community facilities and services	15
3 Vision and Objectives	16
Comprehensive development	17
Collaboration	17
4 Access and Movement	18
Development principles	18
Infrastructure requirements	18
5 Community Infrastructure	22
Development principles	22
Infrastructure requirements	22
6 Green Infrastructure	27
Development principles	27
Infrastructure requirements	27
7 Land Use	32
Development principles and Infrastructure requirements	32
8 Renewable /low carbon power, heat and waste networks	36
Development principles and Infrastructure requirements	36
9 Summary	39

1. Introduction & Background

The proposed New Neighbourhood at Cribbs/Patchway provides an exciting opportunity to build a new community that enhances the urban edge of north east Bristol. The new neighbourhood is part of the Council's strategic housing provision that, by 2027, will provide 2000 new homes together with a range of community services and facilities to support the new residents and in doing so will extend these benefits to the wider community in north east Bristol. The development will draw together the many strands of placemaking to establish:

- A strong new landscape and movement framework for the area
- A lively, and well integrated community with its own sense of identity.
- A distinctive and high quality public realm
- Innovative architecture that creates an idiosyncratic sense of place
- Healthy and happy living
- A sustainable development

The requirements for the new neighbourhood are set out in Policy CS 26 of the Core Strategy. Above all, the proposed development will make Cribbs/Patchway a place where people will enjoy living, that is well-planned and that is capable of adapting over time to meet the future needs of its residents.

Purpose of the Document

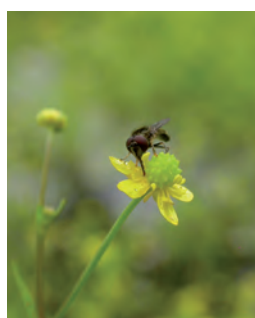
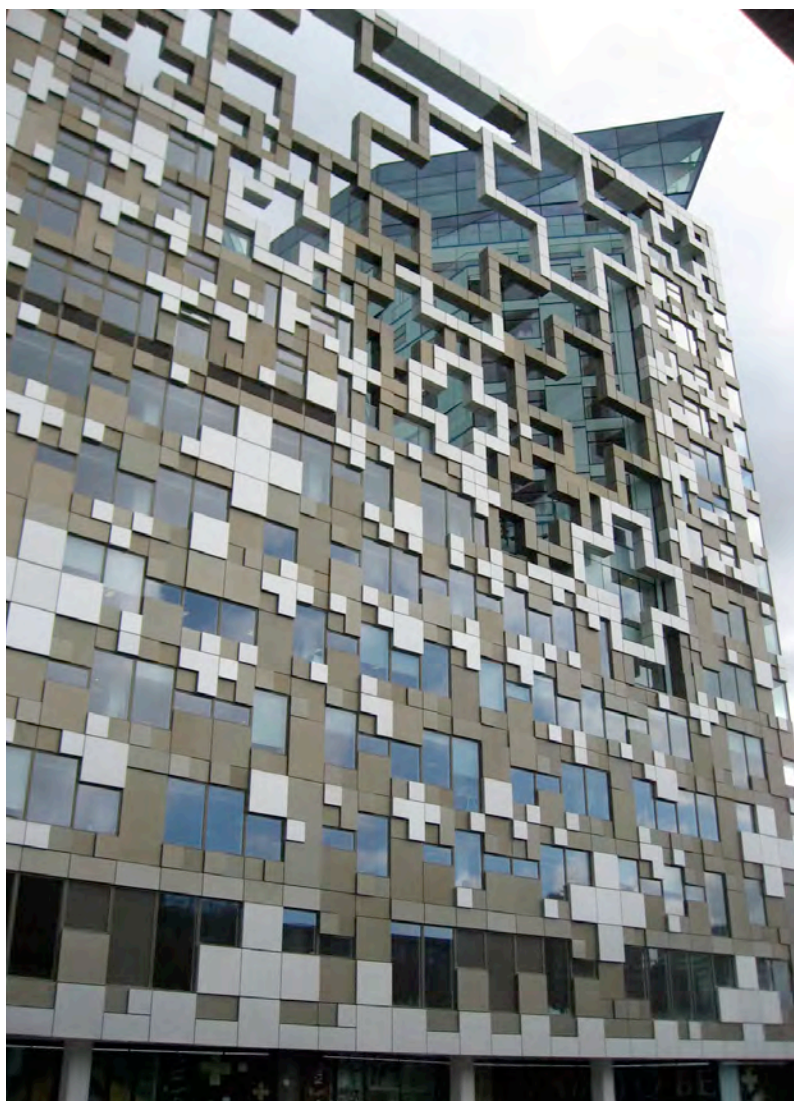
This document amplifies the requirements of the Core Strategy for the Cribbs/ Patchway New Neighbourhood. It identifies key strategic themes for infrastructure and the essential package of facilities and services the Council expects to be delivered through Section 106 and CIL contributions, together with responsibility for their provision where practicable.

The document seeks to aid infrastructure delivery, setting out in more detail the need, timing, location and anticipated delivery of infrastructure requirements that will make the Cribbs/Patchway area a vibrant and attractive place to live, work and visit. It also seeks to help developers and landowners submit successful applications by establishing a flexible vision and broad principles for development. The document will be used as a guide for developers and members of the public to understand the requirements, timing and broad location of infrastructure requirements. It will also be used to inform development management decisions.

Process and Programme

The Supplementary Planning Document (SPD) has been drafted following consultation with key stakeholders in the community. The next step has been to formally consult upon the draft document in line with the statutory planning requirements set out in National Legislation and the Council's Statement of Community Involvement (SCI). For more information on the SCI see www.southglos.gov.uk/corestrategy

The Council is considering the responses it has received during the formal consultation process and has made necessary adjustments to the document.



Please note these images are to give an impression of the layout and may not be used in the final version of the SPD. This text space will be used to introduce the final images.

Once statutory consultation is complete, the Council will then move to adopt the SPD, in line with its adoption of the Core Strategy. The Council will advertise its decision to adopt the SPD and place it, together with the relevant supporting documentation, on the Council's website, in local libraries and in Council One Stop shops for a period of three months. The regulations relating to the adoption of Supplementary Planning Documents can be found here www.legislation.gov.uk

South Gloucestershire Core Strategy

The South Gloucestershire Local Plan: Core Strategy 2006-2027 with Inspector's Draft Main Modifications sets out the Council's spatial strategy for the area over a significant period. This document provides a tool for managing the development required to meet growth within the area. The Core Strategy has been prepared with the engagement of a wide range of people and organisations. The policies of the Core Strategy take account of their visions and objectives for the future.

The Core Strategy document has been through an independent Examination in Public, during which the policies of the plan and the evidence base supporting the plan were tested by an independent Inspector. The Inspector has provided the Council with his draft Main Modifications to the Core Strategy that he believes are necessary to make the Strategy sound. The Council has consulted upon his recommendations, and all the comments received will be passed to the Inspector for his consideration before he then issues his final findings. It is the Council's intention to then make the appropriate modifications to the Core Strategy and move to adopt the document. When the Core Strategy is adopted, it will be placed on deposit for a three month period.

This SPD has been prepared in line with the policies of the Core Strategy, as amended by the Inspector in his draft modifications, and should be read in conjunction with that document. All the policies of the Core Strategy should be considered for their relevance to the strategic housing development at Cribbs/ Patchway. However, Policy CS 26 and figure 6 (see below) of the Core Strategy set the main criteria for development that is further amplified in this document.

**Policy CS26 as drafted in the South Gloucestershire Local Plan:
Core Strategy 2006 – 2027 with Inspector’s Draft Modifications**

A major mixed use development is planned on 480ha of land at Cribbs Causeway, Patchway and Filton, as defined in Figure 6. Within the new neighbourhood through the preparation and adoption of a Supplementary Planning Document, provision will be made for approximately 5,700 dwellings in new mixed use communities, around 50 ha of employment land, and greater diversity of commercial uses including additional retail, together with supporting infrastructure and facilities.

Development will be comprehensively planned and phased to ensure full integration between the different uses and provision of ancillary facilities and supporting infrastructure, both within and beyond the area. This area will be a major focus for redevelopment and regeneration, and will deliver:

- social and physical regeneration through the substantial improvement of community infrastructure, public open space, access and movement, and the provision of a high quality built environment and public realm that is comprehensive and integrated (areas 1-5 on Figure 6);
- the continued investment and focus of the area as a centre of excellence for the aerospace sector (character area 3 on Figure 6), including upgrading the quality of the local environment and range of services and facilities;
- An integrated and comprehensive approach to access and transport, including significant improvement to pedestrian, cycle and public transport networks, improvements to road networks across and beyond the area including the Strategic Road Network, and the safeguarding of land for a new railway station(s).
- a co-ordinated approach to carbon reduction, and new renewable and low-carbon energy generation and distribution networks;
- the continued operation of the Great Western Air Ambulance Charity and police Air Operations;
- protection, enhancement and provision of cultural and heritage facilities related to the long term legacy of engineering and aviation at Filton, including the Bristol Aero Collection and the Concorde Museum;
- sporting and commercial facilities including scope for hotels, conferencing and spectator sports;
- Proportionate provision of and/ or contributions to supporting infrastructure and facilities.

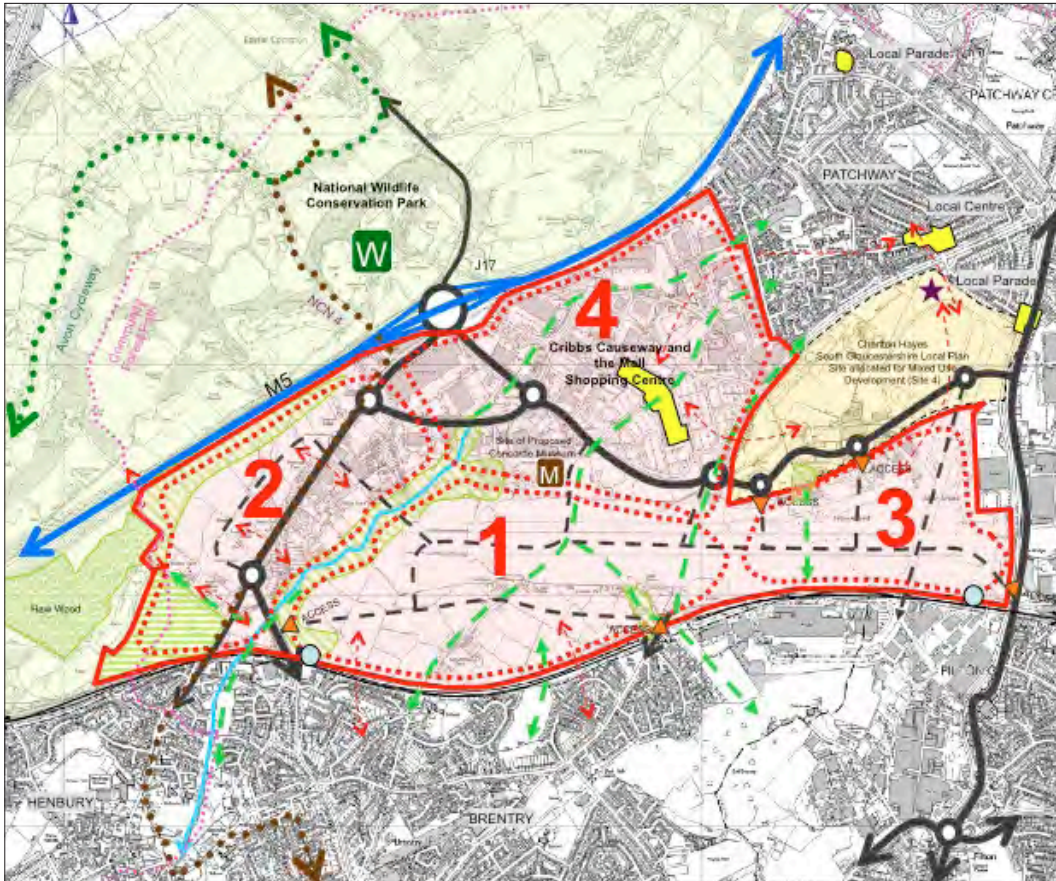
It is essential that an area-wide adopted SPD is the policy delivery mechanism to ensure development is comprehensively planned and delivered in accordance with the vision, Policy CS25 and partnership priorities for the North Fringe communities, and high quality urban design principles as set out in Policy CS1.

Development proposals will be required to demonstrate that they are in accordance with the SPD. They should positively facilitate and not prejudice the development of surrounding areas of the New Neighbourhood, and meet the overall vision for the transformation of the area.

The new residential neighbourhood(s) and commercial areas will provide for:

- A range of housing types and tenures in accordance with Policies CS17 and CS18;
- A secondary school, primary schools and full day nursery facilities sufficient to meet the needs of the new communities;
- Library, doctors surgery, community meeting space(s), indoor sport, children's and youth facilities;
- Local retail, food and drink outlets (within character areas 1-3 on key diagram);
- Well planned and integrated Green Infrastructure, sport and recreation provision, particularly alongside the Henbury Trym, in accordance with Policies CS2 and CS24;
- The Cribbs/ Patchway New Neighbourhood Transport Package (see Policy CS7);
- A waste transfer and recycling facility;
- The potential provision of pitches for Gypsies and Travellers;
- Extra Care Housing dwellings in no more than 3 separate schemes; and
- High quality employment opportunities

This list is not exhaustive and development should also meet other policies of the Local Development Framework and the provision of necessary utilities as appropriate. Further details are also set out in the Infrastructure Delivery Plan.



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-  Green Belt
-  Existing Facilities
-  Committed Housing Site, South Gloucestershire Council Local Plan
-  Enhancement of Patchway Local Centre
-  New Neighbourhood Development Area
- Indicative Character Areas**
-  1 New Charlton-Mixed use 130 ha (approx)
-  2 Haw Wood-Housing 85 ha (approx)
-  3 Filton Aerospace Cluster - Employment/Aerospace Excellence 50ha (approx)
-  4 Cribbs Causeway - Mixed use 130 ha (approx)
-  Green Belt & Significant GI within the New Neighbourhood Area
-  Proposed primary access points to Policy Area
-  Watercourse
-  Significant Green infrastructure (GI) Corridor
-  Haw Wood (Significant GI outside of the New Neighbourhood)
-  Green Infrastructure Connections (indicative)
-  Potential local connections (indicative)
-  Community Connections
-  Road
-  Railway and Safeguarded Station Sites
-  Community Forest Path
-  National Cycle Network (NCN 4)
-  Avon Cycleway
-  Wildlife Park
-  Site of Proposed concorde Museum(as at December 2011)

Public Consultation

Many people and organisations have an interest in the development of the new neighbourhood Cribbs/ Patchway. Public consultation is an integral part of putting together and adopting a Supplementary Planning Document. The process is governed by National Legislation and Regulation (quote).

The Council is required to set out in a separate Statement of Community Involvement (SCI for short) how it intends to involve the wider community in the preparation of plans and policy documents and in planning application decisions. The Statement of Community Involvement is a Local Development Document within the overall Local Development Framework and is available to view on the Council's website at www.southglos.gov.uk/corestrategy

When consulting upon an SPD, the council is required to provide a Statement of Compliance that consultation has been carried out in accordance with the Council's Statement of Community Involvement. This document will be advertised and consulted upon at the same time as this SPD.

The vision and design guidance contained in this document has been the subject of discussion through stakeholder workshops, meetings with the Council's development partners and information gathered from Statutory Consultees. The following events compromise the key stakeholder workshops and their outcomes.



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March 2011 – Cribbs/Patchway Key Stakeholder Workshop

Key outcomes/ challenges:

- Uncertainty over the future of Filton Airfield and impact on surrounding areas
- the numerous constraints to movement such as Filton Airfield, railway line, main roads in the area,
- traffic and congestion generated by development,
- how to integrate proposed development with surrounding communities

November 2011 – Cribbs/Patchway Key Stakeholder Workshop

Key outcomes/ challenges:

- Movement and traffic, particularly the management of East-West movement between the A4018 and A38, and North-South traffic onto existing roads, and consequent impact on surrounding communities
- The need to plan as a comprehensive whole whilst allowing flexibility for distinct identities to be developed over long period of time
- Need to express the (potential) role of Cribbs Causeway more clearly
- The disposition of 'local centre(s)' across the site and the land uses contained within them
- Clarification on type of potential employment that could be provided, and the potential for local jobs and skills improvement
- The potential for sustainable/ renewable energy networks required further investigation

October 2012 – Cribbs/Patchway Key Stakeholder Workshop

Key outcomes/challenges:

- Uncertainty over the future role of Cribbs Causeway
- The need to provide a clearer steer on type of employment to be provided, the potential for it to support local workforce and skills, and the positioning of the employment within the new development

- The need to provide a clearer strategic plan for green and blue spaces and access to/ between them
- The need to provide a concerted approach to water management
- The potential for significant improvements to local and city-wide movement networks (particularly cycling networks) to improve the quality of the local environment and support local work opportunities
- The potential to deliver an exemplary strategic energy strategy

Sustainability Appraisal

Sustainability Appraisal is an important part of Core Strategy and Supplementary Planning Document preparation and is governed by National Legislation and Regulations based upon European Law known as the Strategic Environmental Assessment Directive (SEA).

Sustainability Appraisals involve evaluating the impacts of development plans on the environment, the economy and on society. In 2009 the Regulations regarding Sustainability Appraisals were amended to exclude the need for Sustainability Appraisals when preparing Supplementary Planning Documents. However, the Council believes Sustainability Appraisals are a useful tool in deciding how a site's assets and constraints might be usefully measured and to test appropriate options for development. Therefore this SPD document is supported by a Sustainability Appraisal and this is being consulted upon alongside the SPD document.



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2. Site Context & Characteristics

Location & Land Use

This area is located within the west of the Bristol North Fringe, adjacent to the cluster of regionally important aerospace industries that makes this an area of strong economic activity. The wider area contains residential communities within both the administrative boundaries of South Gloucestershire (Patchway and Filton), and Bristol City Council (Henbury, Brentry and Southmead).

It is adjacent to Junctions 17 of the M5, from which the A4018 leads into the centre of Bristol. It is also close to both Junction 16, from which the A38 also leads into the centre of Bristol, and Junction 15, the Almondsbury interchange with the M4. It is bounded to the south by the Avonmouth freight railway line.

The area contains a number of strategic land uses. There is a cluster of aerospace industries around this part of the A38 including Airbus, Rolls Royce, and GKN. Filton Airfield, within the allocation, is owned and operated by BAE Systems, and is currently used by Airbus, the Great Western Air Ambulance Charity, The Police Air Operations unit, and local flight schools. Cribbs Causeway is an out-of-town shopping area including; The Mall regional shopping centre, Cribbs Causeway retail park, free standing foodstores and a hypermarket. Patchway Trading Estate is a long-standing warehouse and distribution park separating Cribbs Causeway area from the adjacent residential community.

Notwithstanding these large-scale land uses, the area also contains significant landscape features. The Henbury Trym river runs through the west of the site via a surface reservoir before heading south into the Bristol City administrative area. Haw Wood, an area of ancient woodland, lies adjacent to the M5 on a prominent ridgeline. The area to the south of the airfield runway (western end) comprises open pasture land. Charlton Common and small areas of common land on Fishpool Hill are remnants of a common associated with Charlton village that was demolished to make way for the airfield in the 1940s.

Landscape, Ecology & Water

The landscape is still dominated by the open land of Filton airfield runway and its grassy surrounds in views west from the A38 and east from Cribbs Causeway, Haw Wood and open countryside to the west. The large scale buildings of the Brabazon hangars and the surrounding commercial and industrial buildings are significant features in the setting of the A38 and from the new road, Hayes Way. The open land and trees of Filton Golf course remain a significant landscape feature due to their elevated and commanding position to the south.

A visual watershed created by slightly higher landform cuts across the centre of the airfield, north to south, blocking views between the east and west ends of this area. To the east, the open area of the airfield contrasts strongly with the adjacent industrial developments and housing fringe, whilst to the west the runway merges with open land around Fishpool Hill, creating an increased sense of connection with the countryside. The surrounding remnant landscape of small fields and hedges has a larger influence on character, and some hedgerows to the south of Filton airfield meet the ecological and historic criteria of the hedgerow protection regulations.

Most of the site is made up of improved grassland, but with pockets of ancient and planted broadleaved woodland and dense/scattered scrub. Over the M5 to the NW there is significant broadleaf and mixed woodland on the slopes down to the Severnside flood plain. While Filton Airfield dominates much of the eastern and central site, there are strong field patterns and well connected headgrows to the W and SW and across the A4018. The Henbury Trym path is made visible by the semi-mature streamside vegetation. There are tree preservation orders on a handful of trees in the S and NW corners of the site. There are several Sites of Nature Conservation Interest (SNCI) in the S along a short section of railway across from Brentry, NE in Charlton Hayes, and W (Haw Wood).

The majority of the site is in Flood Zone 1, with small portions of the site (and immediately surrounding areas such as Henbury) located in Flood Zones 2, 3a and 3b, particularly in the SW. The site drains to the Henbury Trym in the west and down Stoke Brook to Bradley Brook to the east, with the watershed bisecting Filton Airfield. The Cribbs (Lysander Road Delaying) Reservoir was installed to mitigate additional run-off from Cribbs Causeway.

The landscape character of the wider area is highly varied due to the range of land uses and can be sub divided into a number of areas.

Transport

The site is bounded by and has running through it a number of significant roads, including the M5, A38 (Gloucester Road), A4018 (Cribbs Causeway/Wyck Beck Road), Merlin and Lysander Roads (around Cribbs Causeway), Hayes Way, and Highwood Road.

These roads provide good access to the strategic highway network and include the main arterial routes into the centre of Bristol. However, they also dominate the local environment in terms of visual impact, noise and pollution and are significant barriers for pedestrians and cyclists to access key destinations in the surrounding area. Notwithstanding this there are number of local and strategic designated walking and cycling routes in the surrounding area that may provide the potential to enhance connections.

The proposed North Fringe to Hengrove bus rapid transit route is currently proposed to run down Highwood Road and terminate at the Mall, creating a strategic high speed public transport link between the centre of Bristol (7.5km away) and the North Fringe. These two areas are key destinations for employment, health, leisure and shopping.

There are numerous local bus services serving the surrounding and wider area that terminate or run through the Cribbs Causeway area. The existing bus station to the north of the Mall is a focal point for public transport services in the area and offers a choice of routes to the centre of Bristol, Parkway Station and the north, west and east of Bristol.

Communities, facilities and services

The site includes and is surrounded by a number of separate residential communities, including Patchway, Filton, Catbrian Lane and Passage Road within South Gloucestershire, and Brentry, Henbury and Southmead within Bristol.

A range of community facilities, health services, local centres and small parades of shops available in the wider locality. Cribbs Causeway contains the Mall and numerous supermarkets. Education facilities are available at PatSt Michaels C of E primary school and Abbeywood Community school.

There is one park at Patchway (Norman Scott Park) and a number of open spaces, play areas and sports pitches in the wider area. Nonetheless the useability of these facilities for local residents is often hampered by poor access due to the wider road infrastructure and nature of land uses in the area.

The provision of community facilities and services, schools and open space needs to be considered in the wider context of facilities and services within the administrative boundary of Bristol, and surrounding development within the North Fringe including Charlton Hayes. There is a general lack of adequate and sufficient community facilities in the area, which is exacerbated by the poor accessibility and connectivity in the wider area. Recent experience of large-scale developments have highlighted the challenges surrounding timely provision of adequate community infrastructure.

3. Vision & Objectives

To support the Core Strategy the Plan's vision for the Bristol North Fringe has been developed with the input of our communities, civic leaders and partners. The vision is:

The North Fringe of Bristol urban area will continue to be a major economic driver in the South West region and the West of England sub region. It will continue to maintain its role as a major focus for employment, commercial and retail activity, education and learning. The distinctive identities and heritage of the existing communities will also have been strengthened and preserved.

Up to 2026 and beyond, new neighbourhoods will provide opportunities for people to live near to where they work and be well integrated with existing communities. All residents and workers will have better access to local amenities and high quality public transport, walking and cycling links. Community identity and neighbourhood distinctiveness will be improved by the development of new public spaces and high quality landscaping.

The green network will be enhanced through opportunities to provide new and improved green spaces, within the existing urban area and which connect to the wider countryside. This network will include new corridors along the Henbury Trym, and Stoke Park to Three Brooks Nature Reserve via the East of Harry Stoke new neighbourhood.

This New Neighbourhood presents an exciting opportunity to take a fresh and innovative approach to development to enhance this urban edge of north Bristol and contribute to the aims of the wider vision. It will deliver good urban design and high quality infrastructure at the right time and in the right location to best serve surrounding development. In particular it will deliver sustainable development through;

- A strong new landscape and movement framework for the area
- Good physical connections with the surrounding area
- Lively and well integrated communities with their own sense of identity
- Distinctive and high quality public realm
- Local jobs, services and facilities
- Recognition of the history of the area

Comprehensive development

The National Planning Policy Framework (NPPF) makes it incumbent upon the Council to guide development to the most sustainable solutions (para 8), and seek opportunities to achieve sustainable development, and net gains across all three dimensions of it (para 152).

In essence the Council considers sustainable development can only be achieved through comprehensively planned development, and Policy CS26 makes it a requirement for development to be demonstrably comprehensively planned and delivered, and to positively facilitate and not prejudice surrounding development. The SPD is therefore aimed towards the comprehensive delivery of development and infrastructure across the whole area.

Collaboration & sustainable development

Successful comprehensive delivery will require engagement, collaboration and coordination between different landowners. To this end, South Gloucestershire Council will actively seek to facilitate a collaboration agreement (or equivalent) as the most effective mechanism for securing coordinated delivery of development and infrastructure across the area. This agreement should:

- Agree a phased and collaborative approach to development and infrastructure delivery, bringing forward individual sites in a sustainable way;
- Agree the commonalities and distinctions of different sites and developments, for example, in the character of neighbourhoods;
- Address issues where delivery of development or infrastructure is reliant on more than one landowner, and could prejudice surrounding development, and identify solutions to positively facilitate surrounding development;
- Seek optimum and efficient delivery of development and infrastructure to the benefit of the wider area; and
- Seek opportunities to equalise costs and benefits between landowners to the benefit of the development as a whole.

Developers bringing forward applications will be required to demonstrate how their proposals have been planned and will be delivered in coordination with surrounding development, and how it will positively facilitate surrounding development in line with Policy CS26. Applications that do not demonstrate this will be refused. The Council considers the most effective means of demonstrating this is through the collaboration agreement identified above.

4. Access and Movement

This section sets out the requirements, location and timing of strategic access, connections, improvements and provision of new walking, cycling and public transport links.

Development as part of the Cribbs/ Patchway New Neighbourhood provides an opportunity to create a more sustainable pattern of movement around this part of the Bristol North Fringe and adjoining areas. The principles of a sustainable movement pattern as set out below are cross-cutting with other principles in this document, in particular the location of strategic green infrastructure and mixed use areas.

The overall aim of development should be to provide as many connections as possible to the existing and proposed surrounding network to give people as much choice as possible about how they travel to and from destinations in and around the Bristol North Fringe area.

Proposals must demonstrate how they will adhere to the following key principles.

4.1 Make sustainable modes of travel (walking, cycling and public transport) more convenient than car travel: Development proposals must emphasise and prioritise north-south movement across the Cribbs/ Patchway New Neighbourhood, through the form and layout of blocks and the hierarchy of routes.

Justification: The current pattern of development and strategic infrastructure such as the road and rail network restricts almost all north-south movement (by foot, bike and public transport as well as by car) to Gloucester Road (A38) and Cribbs Causeway (A4018). Orientating blocks and prioritising routes north-south will improve the permeability and legibility of the area for pedestrians and cyclists, encouraging more sustainable travel.

4.2 Prioritise walking and cycle within an overall movement framework, and ensure all pedestrian and cycle routes, including safe routes to school, are safe, continuous, attractive and comfortable: Development proposals should demonstrate how they will prioritise walking and cycling over other modes of transport, and public transport over other vehicular travel, where these are the most sustainable option. This should include identifying key barriers to walking and cycling, proposing measures to eliminate or address them, and identifying enhancements, extensions and links with existing walking and cycling networks.

They should also demonstrate where relevant how they are incorporating the most important walking, cycling and public transport connections within the strategic green infrastructure network (see Framework Diagram and Section 4)

Justification: Designing routes for pedestrians and cyclists first, then for public transport, then for cars will ensure walking and cycling is more convenient and more attractive than driving.

- 4.3 **Provide sustainable travel options, including public transport, from the outset of development:** Proposals must demonstrate how they will provide (in whole or part) and/or positively facilitate the creation of strategic walking and cycling routes shown on the Framework Diagram and in Section 4, on occupation of the first homes. The Council will work with developers and service providers to ensure public transport networks are delivered at the earliest opportunity. In particular the Council will seek the early delivery of a route between Charlton Road and San Andreas roundabout, and strategic walking and cycling links between Henbury/ Brentry (both along the Henbury Trym and north of Fishpool Hill) and Patchway.

Justification: To ensure from the outset that sustainable travel habits are encouraged, and that walking and cycling is more convenient and attractive than driving.

- 4.4 **Within residential areas, the primary means of access to individual plots will be frontage access directly from the street, and streets will be designed to facilitate this accordingly. Rear access and rear parking courtyards will only be permissible in exceptional circumstances:** Rear access and rear parking courtyards create safety and security risks, and dilutes to potential for active frontages that are well used at all times of the day.

Justification: To ensure a pattern of development that encourages active frontages and natural surveillance of streets.

- 4.5 **Ensure the creation of walkable neighbourhoods:** All development should be demonstrably within 400m of a public transport node, and all homes should be within 800m of shops and services (distances measured 'as you walk'). Proposals must demonstrate how higher densities and a mix of appropriate uses have been incorporated in the most accessible locations, and are accessible by the greatest range of transport modes.

Justification: To ensure a pattern of development that encourages walking, cycling and use of public transport.

- 4.6 **Control and manage car access through the use of homezone principles:** Streets must be designed to be 20mph as standard with up to 30mph on primary routes through the area. The design of streets in terms of their function, character and capacity should be consistent across different landownerships.

Justification: To ensure a pattern of development that encourages walking, cycling and use of public transport.

Provision	Requirement	Delivery
Strategic walking and cycling routes	Henbury Trym – Patchway strategic walking/cycling route Timing: on first occupation of relevant development Cost: TBC Delivery: individual applications	Henbury Trym – Recreational route, protecting and enhancing wildlife corridor and providing informal play opportunities. Character varied between semi-rural area south of Cribbs Reservoir to Wyck Beck Rd, and urban character north of Cribbs reservoir through Cribbs Causeway to Patchway
	Fishpool Hill – Patchway strategic walking/cycling route Timing: on first occupation of relevant development Cost: TBC Delivery: individual applications	Fishpool Hill – Patchway – Green corridor that protects, enhances and recreates the semi-rural character of Fishpool Hill Character varied between green, open character south of Merlin Road, and urban character north of Merlin Road through Cribbs Causeway and Patchway.
	A38 – Cribbs Causeway strategic walking/ cycling route Timing: on first occupation of relevant development Cost: TBC Delivery: individual applications	A38 – Cribbs Causeway – Green corridor related to potential for SUDs and linking key destinations of railway station (Filton North), potential Concorde Museum, and Cribbs Causeway. Need to ensure continuity and priority of walking and cycling routes across main road network, which could affect the character of the route at key junctions and surrounding uses.
	Total estimated costs: £1.65m	
Bus network & infrastructure	A4018 – Cribbs Causeway Timing: TBC Cost: TBC Delivery: pooled contributions/ CIL	Proposals will need to demonstrate how they have taken opportunities to provide bus only/ bus priority measures to ensure public transport is prioritised over private car travel
	A38 – Cribbs Causeway Timing: TBC Cost: TBC Delivery: pooled contributions/CIL	
	Total estimated costs: £2.5m (infrastructure only)	

Rapid transit network	<p>Extension from Highwood Rd to Parkway via A38</p> <p>Timing: TBC, related to timing of this phase of the North Fringe Hengrove Package</p> <p>Cost: TBC</p>	<p>Extension of bus priority route for rapid transit south along Highwood Road and east through the Cribbs Patchway New Neighbourhood to the A38 and beyond to Parkway train station.</p> <p>The Council will investigate, with development partners, the opportunity to route this extension through 'Rolls Royce East Works' site.</p>
Rail	<p>Safeguarded station sites</p> <p>Timing: commencement of development</p> <p>Cost: n/a</p> <p>Delivery: land safeguarded through site – specific applications</p> <p>Henbury Spur</p> <p>Timing: TBC</p> <p>Cost: TBC</p> <p>Delivery: Major Scheme Funding from DfT</p>	<p>To be updated as detailed proposals are drawn up through a Major Scheme Bid.</p>
Highways infrastructure	<p>Site access/junctions</p> <p>Timing: commencement of relevant development</p> <p>Cost: n/a</p> <p>Delivery: individual applications</p>	<p>Access to individual sites will be provided by each developer. Their design will ensure the character, function and capacity relates to the street of which it forms part, and proposals must demonstrate how any new junctions provide safe, convenient and attractive routes for pedestrians and cyclists.</p>
Highways infrastructure (off-site improvements)	<p>M5 J17 improvements</p> <p>Timing: TBC</p> <p>Cost: TBC</p> <p>Delivery: pooled contributions/ CIL</p>	<p>Off-site works to address the capacity of surrounding road network will ensure the character, function and capacity relates to the street of which it forms part, and proposals must demonstrate how any new junctions provide safe, convenient and attractive routes for pedestrians and cyclists.</p>
	<p>A4018 improvements</p> <p>Timing: TBC</p> <p>Cost: TBC</p> <p>Delivery: pooled contributions/CIL</p>	
	<p>A38 improvements</p> <p>Timing: TBC</p> <p>Cost: TBC</p> <p>Delivery: pooled contributions/ CIL</p>	
	Total estimated costs: £6.8m	

5. Community Infrastructure

This section sets out the requirements, location and timing of community infrastructure to serve the new neighbourhood. Community infrastructure requirements cover a range of services and facilities that provide the focus for community life, and support the creation of cohesive, successful communities. Distinctive design, quality public realm and open spaces, and the provision and appropriate arrangement of facilities will play a significant role in the delivery of a successful and sustainable development.

In order to ensure facilities are provided as early as possible the Council, with its development partners, will investigate the potential for temporary provision and co-location in appropriate locations. All development will be subject to regular monitoring and review to ensure that place-making and community building are being effectively integrated and delivered.

Proposals must demonstrate how they will adhere to the following key principles.

- 5.1 **Plan for a flexible approach to the development of local centres and mixed use areas, including providing opportunities for temporary, mixed use, and/ or additional uses and buildings, and ensuring adaptability of use:** The appropriate location and phasing of local centres and areas of mixed use will be critical in ensuring the needs of the local community are met, and that provision is coordinated in a complementary way with existing facilities in South Gloucestershire and Bristol areas. Indicative locations are identified on the Framework diagram, which will require collaboration between landowners/ developers to co-ordinate the provision of services and facilities, and more detailed examination through individual masterplans.

Justification: To support community development and provide for local services, ensuring that social and community needs are met.

- 5.2 **Ensure the provision of community space as part of development from the outset, and allow its form and function to evolve as the community grows:** Subsequent phases of development will increase the requirement for services and facilities over a wider area. Proposals should be flexible to allow the services and facilities on offer to change over time to meet the needs of the local community.

Justification: To support community development and provide for local services, ensuring that residents who occupy early can access facilities and begin to form socially cohesive communities.

- 5.3 **Provide services and facilities in the most accessible locations by a variety of means, prioritising walking and cycling first, followed by public transport:** Proposals must demonstrate how they have sought to locate services and facilities on or at the junction of strategic routes through an area (as shown in the Framework Diagram) and close to public transport.

Justification: To support community development and provide for local services that in locations that encourage walking, cycling and use of public transport, thereby maximising accessibility for all to encourage long term sustainable facilities and support community development.

- 5.4 **Support the involvement of new and existing residents (in the adjoining Bristol and South Gloucestershire communities) through dedicated and skilled community engagement workers in order to create viable, strong communities from the outset:** The Council will, in discussion with development partners, consider the provision of dedicated community workers in the very early stages of development as part of contributions to community infrastructure, to ensure new residents are given the support they need to become established within the new community. This Council will, in discussion with development partners, investigate the timing and funding of this resource in tandem with provision of built services and facilities.

Justification: To support the creation of cohesive, successful communities from early stages of occupation.

- 5.5 **Ensure the provision of a comprehensive and coordinated public art strategy:** The opportunities for public art and how it can be used to unify proposals across the whole area should be considered from the outset of development, including integration with the landscape, public realm and play opportunities of the development, relationship of the proposals to the aviation history of the area, and be used to enhance legibility, character, distinctiveness and civic pride.

Justification: To create high quality public realm that people can easily navigate their way around, that will promote a sense of belonging, and support community development and ensure development is attractive and safe to use.

- 5.6 **Incorporate the potential for future services and community facilities to be co-located in multi-use buildings with co-ordinated or shared management arrangements:** Proposals must demonstrate how consideration has been given to co-location as a means of combining uses for the convenience of the community and to the benefit of service operators.

Justification: To maximise the convenience and quality of facilities for users and increase their financial sustainability.

- 5.7 5.7 Consider the role of future asset management bodies, both community-led and private, in the provision of open space and any/all community services/ facilities, in particular what it would be responsible for, and when and how it would take over management:** The Council will investigate and identify with its development partners providers of compatible community facilities who together can fund and manage multi-purpose community buildings and open space. The Council will work with development partners and providers to ensure the planning and design of facilities is done in partnership with the local community, ideally through the creation where possible of a management structure whose decisions are made by the community.

Justification: To secure a sustainable and long term future for services and facilities provided by development.

Provision	Requirement	Delivery
Secondary School 1 x 6-7FE secondary school	To be accommodated at one new secondary school located within the development Timing: TBC Cost: £19.5 million/8.2 ha (min) Delivery: via individual application and pooled contributions	Potential for dual use, co-location, and temporary/interim provision of community facilities. Sited towards the western end of existing Filton Airfield to form the heart of the new community. Additional accommodation at either Patchway Community College or Abbeywood Community School may be required in advance of a new school if this site cannot be secured early.
Primary School 10FE on five sites	Timing: TBC Cost: £25.9million/10 ha land (2ha /2FE school) Delivery: via individual applications	Potential for dual use, co location, and temporary/ interim provision of community facilities To be accommodated at four or five new primary schools A 3FE primary school should be located next to the proposed secondary school to provide the most flexible arrangement for delivery and management.
Nursery 4 new 60 place full-day nurseries	Timing: TBC Cost: £2.1/1.6 ha land each Delivery: via individual applications	To be accommodated at four new 60 place full-day nurseries within the development. The land contribution requested from the nurseries includes space for car parking if provision is co-located or located near a public car park onsite car parking requirement could be halved

Children's Centre 1 children's centre	Timing: TBC Cost: £0.5million/0.2 ha Delivery: via individual applications	The childcare facilities should offer a flexible range of services for different age groups; for different time periods; and for any additional needs of parents, carers and young people with a disability. Possible joint delivery with nursery New local centres that serve a population of 800 or more under 5yr olds need to incorporate a children's centre.
Youth Centre 1 youth centre	Timing: TBC Cost: £0.3 million/0.1 ha land Delivery: via individual applications	New local centres which will serve a population of 1,000 or more teenagers will need to incorporate youth provision
Health Centre GP 1 x 12 GP facility, or 2 x 6 GP adjoining facilities	Timing: By 2017/18 or on completion of 2,000th dwelling Cost: £2.5million/1,411 sqm Delivery: via individual applications/ pooled contributions	NHS South Gloucestershire request to investigate the potential to incorporate Charlton Hayes requirement into a single 12 GP facility, or potentially two adjoining 6GP practices. Opportunities for co-location should be explored as with social care and other community infrastructure areas and multi-use buildings. Investigate location adjacent to area of public open space Investigate potential for temporary provision from 2017/18 until final completion of Cribbs Patchway New Neighbourhood
Libraries	Timing: TBC Cost: £1.468million/410.40 sqm Delivery: via individual applications and pooled contributions	Opportunities for synergy should be explored as with social care and other community infrastructure areas and multi-use buildings. Located in highly accessible locations on or at the junction of strategic movement routes. Contributions also sought from commercial development, calculated once amount and type of commercial development have been confirmed. Libraries need to be flexible to meet diverse needs and adaptable over time to enable new ways of learning.
Dedicated Community Centre (DCC) *	Timing: on completion of 1,666 dwelling Cost: £4.405million/1,915.20 sqm Delivery: via individual applications and pooled contributions	Potential for co-location/ dual use to accommodate complimentary uses such as social café, one stop advice service and Police room in additional floorspace. Where new DCCs are required the Sport England design guidance suggests a building with a main hall, a secondary hall, and a lounge/community room Ideally the setting up and management of this core social/cultural facility would be integrated into the community management strategy, developed during the handing over of control from developer to community.

Built Sport 1 sports and activity centre	Timing: TBC Cost: TBC Delivery: via individual applications and pooled contributions	Opportunities for synergy should be explored as with social care and other community infrastructure areas and multi-use buildings To include the following: A large studio/hall/community space with sprung floor Two smaller dance studios/community spaces with sprung floors A health and fitness gym Changing facilities and WCs Reception area Cafeteria / seating area Equipment storage space Outdoor space Space for car and cycle parking
Public Art	Timing: Phased across the lifetime of development Cost: 1% of development cost. The policy does not aim to add to the total cost of a development, but to secure a percentage of the identified development budget. Delivery: via individual applications and pooled contributions	Public art strategy should be developed as part of a coordinated design strategy from the outset so that public art is included as part of the fabric of the development
Dental Services 1 dental practice	Provide accommodation within retail. Commercially funded without support from the NHS South Gloucestershire so would not require financial support from developers	
Pharmacy Contracts 1 Pharmacy	Provide accommodation within retail. Commercially funded without support from the NHS South Gloucestershire so would not require financial support from developers	
Optometry Contracts 1 optician	Provide accommodation within retail. Commercially funded without support from the NHS South Gloucestershire so would not require financial support from developers	

<p>*Community Development Worker</p>	<p>Timing: on occupation of 1st dwelling</p> <p>Cost: Community development worker at Hay 7 fte plus oncosts, inflationary and project budget over 6 yr build out = £207, 019</p> <p>Lump sum or paid as annual costs for 6 years starting at £32, 031 and rising each year to £35, 523 in year 6</p> <p>Delivery: via pooled contributions</p>	<p>Consideration will be given to the need for dedicated community workers at the outset of developments when determining the level of provision/ contribution to dedicated community centres.</p> <p>Community development workers are needed to build capacity among new residents and build up multi-use community centre(s). This will include establishing links with existing groups and communities, helping to set up groups, supporting forums and networks, and organising events and activities that enable people to work and live together across organisational and community boundaries.</p> <p>These activities will present real opportunities for communities to become more involved in decision-making and promote personal well-being, social inclusion and create equal opportunities for all residents.</p>
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Please note these images are to give an impression of the layout and may not be used in the final version of the SPD. This text space will be used to introduce the final images.

6. Green and Blue Infrastructure

This section sets out the requirement for open space provision, broad locations for different typologies, principles/ parameters for its design, and its potential delivery/ management. Strategic Green Infrastructure (GI) will comprise a substantial, interconnected and multi- functional network of open spaces (both green and blue assets), protecting and enhancing the existing ecological habitats, trees and hedgerows. It will include:

- Protection and enhancement of significant existing landscape features and attributes across the site;
- Protection and enhancement of Haw Wood and Filton Wood SNCIs;
- Creation of woodland extension to Haw Wood and ridgeline alongside the M5 within the Blaise Strategic Nature Area (SNA);
- Extension of Filton Wood SNCI to provide new woodland to ridge and provide an adequate buffer to the woodland and commercial development abutting the northern boundary of the site;
- Henbury Trym recreational route, including enhancement of existing streamside vegetation;
- Extension of Fishpool Hill north-east as a primary pedestrian and cycling corridor;
- Extension of Highwood Road 'linear park' proposals to southern boundary at Charlton Road;
- Potential extension of Charlton Hayes SUDs to south east;
- Potential to incorporate a 'destination park' at the centre of the site.

The above assets will seek to maximise the multi- functional benefits envisaged by the Core Strategy (Policy CS2: Green Infrastructure)

A hierarchy of formal playing fields and play areas will be provided throughout the area. These will be designed in conjunction with the strategic green infrastructure set out above to accommodate strategic walking and cycling routes, and more informal activities.

Proposals must demonstrate how they will adhere to the following key principles.

6.1 Protect and enhance key existing natural landscape features and habitats to reflect and enhance the area's local distinctiveness:

The area is typified by wooded ridgelines, good hedgerow networks with mature hedgerow trees, ponds and remnant wildflower meadow areas. These features result in a distinctive local landscape that forms the basis of the area's character, and should form the basis of a strong landscape framework and site wide Green Infrastructure network.

Justification: To conserve and enhance the natural environment and reduce the effects of pollution by providing a well-connected landscape framework for accessible green infrastructure.

6.2 Enhance the landscape features identified above by the provision of substantial, connected networks of multi- functional open space:

Proposals must demonstrate how they provide (in whole or part) and/ or positively facilitate the creation of the strategic green infrastructure elements listed above and shown on the Framework Diagram. Proposals will be expected to appropriately balance the various open space requirements across the wider area (beyond individual site ownerships) and create attractive and useable spaces to ensure new and existing users have the best accessibility to a range of open spaces. The Landscape Strategy Plan outlines the preferred locations of open space.

Justification: To ensure adequate provision of a range of public open space that is useable, meaningful and maintainable, securing high quality design and a good standard of amenity.

6.3 Positively facilitate comprehensive proposals across the whole new neighbourhood to sustainably integrate natural and man-made processes:

Proposals must demonstrate how they have ensured the comprehensive integration and positive facilitation of sustainable urban drainage across the whole site, taking into consideration the findings and recommendations of the Council's SFRA2, and the findings of the Multi- Utilities Study.

Justification: To ensure impacts on the natural environment are fully incorporated into green infrastructure proposals and mitigated against.

6.4 Utilise the Green Infrastructure network to improve the accessibility, permeability and legibility of the wider area as the focus of sustainable modes of travel:

The green infrastructure network will incorporate, where appropriate, the strategic walking and cycling network as part of recreational routes, green corridors and informal open space. Proposals must demonstrate how they provide (in whole or part) and/ or positively facilitate the creation of these routes for walking and cycling.

Justification: To ensure strategic walking and cycling facilities are direct, convenient, attractive and safe.

- 6.5 **Use the provision of various types of green infrastructure to provide an attractive and functional setting for a mix of uses, including the community services and facilities outlined in Section 2:** Proposals must demonstrate how they have considered the benefits of locating various types of open space in conjunction with mixed use areas and local services and facilities. In particular they must demonstrate how the location of local services and facilities relates to the strategic movement network and opportunities for access by sustainable modes of travel.

Justification: To ensure an attractive, safe and vibrant public realm.

- 6.6 **Enhance the ecological value of the area through positive management of existing areas of ecological value, and provision of new or extension of existing ecological corridors.** Proposals must show how they have retained and where possible enhanced the existing biodiversity of the site. Proposals should build on existing ecological features and aim to provide a net gain regarding the biodiversity of the overall site.

Justification: To conserve and enhance the natural environment.

- 6.7 **Promote high quality public and private landscape that assists in developing distinctiveness:** Proposals that reinforce or recreate the natural landscape features described above will be viewed favourably. Proposals should demonstrate a strong landscape structure, using street trees to define built form and enhance the street scene. Sufficient space should be provided to ensure longevity of larger tree specimens. Landscape areas around employment uses should be useable, accessible, high quality, and contribute positively to the wider public realm.

Justification: To conserve and enhance the natural environment, and ensure a well-defined, attractive public realm is delivered, and the effects of pollution are reduced.

- 6.8 **Ensure the provision of useable, meaningful and maintainable open space as part of development from the outset, particularly those elements that facilitate the strategic movement routes set out in Section 2.**

Justification: To ensure sustainable travel habits are encouraged from the outset, and the green infrastructure network provides an attractive, direct and safe public realm.

Provision	Requirement	Delivery
<p>Informal Recreational Open Space 191,520.00 sq.m. onsite provision</p>	<p>Timing: Phased across the lifetime of development</p> <p>Cost: Land and provision of laid out open space + £8, 021, 432.16 should Council adopt future maintenance requirement (based on 2012-13 prices)</p> <p>Delivery: via individual applications and pooled contributions</p>	<p>Informal recreational open space</p> <p>Areas to be designed to incorporate grassed and landscaped areas with diversity of topography and materials for informal recreation/play, but also to incorporate areas of equipped play space, biodiversity conservation and enhancement. These areas will provide access routes for both people and wildlife, and provide key recreational active journeys through play opportunities. Areas should be free from litter and dog fouling, and have sufficient bins social seating and appropriate lighting to encourage use</p> <p>Parks and Gardens</p> <p>A landscaped area laid out and managed to high standards, which is well maintained, safe to visit and provides pleasant areas to walk, sit and relax while enjoying floral and landscape features, shrubs, trees and other natural characteristics. The area should be tidy, free from vandalism, litter and dog fouling. Appropriate facilities for the size of the site, such a paths, water features, bandstands, recreation facilities, play spaces, seats, bins, toilets, lighting</p> <p>Green Corridors</p> <p>Promote environmentally sustainable forms of transport such as walking and cycling linking areas of housing, employment and community facilities.</p>
<p>Open Space Natural & Semi Natural 205,200.00 sq.m. onsite provision</p>	<p>Accessibility reasonable travel distance 720m straight line distance equal to 15mins walk time</p> <p>Timing: Phased across the lifetime of development</p> <p>Cost: Land +£4,482, 183.60 should Council adopt future maintenance requirement based on 2012-13 prices</p> <p>Delivery: via individual applications and pooled contributions</p>	<p>Well managed accessible natural/semi natural environment designated and protected for wildlife and managed to encourage nature conservation and enhancement of the environment. The area should be free from litter and dog fouling and include information boards, paths, appropriate provision of bins and car parking</p>

<p>Outdoor Sports Provision 218,880.00 sq.m. onsite provision</p>	<p>Accessibility playing pitches reasonable travel distance 1,000m straight line distance equal to 20mins walk time Timing: Phased across the lifetime of development Cost: Land +£3,130,531.20 should Council adopt future maintenance requirement based on 2012-13 prices Delivery: via individual applications and pooled contributions</p>	<p>A wide range of well-located and accessible sporting facilities that are of high quality, well drained and include associated ancillary facilities, e.g. changing rooms, toilets, adequate parking and signage. These must be well maintained and free from dog fouling and litter. Facilities will include floodlighting and all weather surfaces where appropriate. Includes all outdoor sports facilities whether naturally or artificially surfaced, e.g. playing pitches, bowling greens and tennis courts. Including full sized Multi Use Games Areas (MUGAs) Options for dual use with built sports/ secondary school / community centre</p>
<p>Provision for children & young people 34,200.00 sq.m. onsite provision</p>	<p>Play opportunities need to be delivered throughout the site to meet the need of younger children and youth Accessibility reasonable travel distance younger children 480m straight line distance Accessibility reasonable travel distance youth 720m straight line distance equal to 15mins walk Timing: Phased across the lifetime of development Cost: Land + £5,694, 043.50 should Council adopt future maintenance requirement based on 2012-13 prices Delivery: via individual applications and pooled contributions To be provided close to other community provision, close to residential dwellings</p>	<p>Exciting, stimulating well equipped and positioned areas that provide a wide range high quality facilities including play equipment, playable landscapes, informal play areas (kick-about areas, other ball games skateboarding etc.) and hang out areas (shelters etc) as appropriate, which cater for the needs of children 1 and young people of all ages and abilities. Facilities need to be attractive, well maintained, safe, secure, free from dog fouling and abusive graffiti and have good access.</p>
<p>Allotments 27,360.00 sq.m. onsite provision</p>	<p>Accessibility reasonable travel distance 720m straight line distance equal to 15mins walk time. 250sqm full sized plot 125sq.m. half sized plot Timing: Phased and co-ordinated across the lifetime of development with occupation of dwellings Cost: Land + £302,300.64 should Council adopt future maintenance requirement based on 2012-13 prices Delivery: via individual applications and pooled contributions</p>	<p>Secure sites (prioritising natural surveillance from surrounding properties over fencing) for the production of home-grown fruit, vegetables and flowers with adequate provision of water and electricity and accessible to people of all physical abilities. Sites should include toilet facilities and have good access points for delivery/ dropping off materials/ soil ameliorants, composting facilities, secure storage facilities and rubbish bins, and to comply with the National Society of Allotment & Leisure Gardeners Limited. Half-size plots would cater for a greater number of new residents.</p>

7. Land Use

This section sets out the broad requirements for the development of mixed use communities, and specific infrastructure requirements set out in policy CS26. Proposals must demonstrate how they will adhere to the following key principles.

Land use

- 7.1 **Within the framework created by the movement, community and green infrastructure, create a pattern of mixed use, with a balance of homes, jobs, services and facilities that complement neighbouring activities, both within the new neighbourhood and adjoining areas:** Proposals must contribute and demonstrate how they will positively facilitate clusters of mixed uses, and avoid the creation of single-use or isolated facilities. In particular mixed use development will be expected on the key routes through the site.

Justification: To ensure a sustainable pattern of development that promotes sustainable modes of travel and reduces reliance on the car, and maximise the number of people who have easy access to work, services and facilities.

- 7.2 **Ensure that proposals for commercial and mixed use areas are provided within a perimeter block structure with a public frontage that provides activity and overlooking to streets and spaces.**

Justification: To ensure a sustainable and robust pattern of development that contributes to the public realm.

- 7.3 **Contribute to the wider aspirations of the Filton Enterprise Area where relevant:** 50ha of land is safeguarded for employment uses that will contribute towards the aims and aspirations of the Filton Enterprise Area, as well as help deliver sustainable employment opportunities for existing and new residents in the immediate area. Further work will be required at the masterplanning stage to ascertain in more detail the types of employment to be delivered consistent with the Enterprise Area strategy. In order to create diversity within this area and to maximise intensity of development at the main transport nodes – see 7.4 - higher densities and a mix of uses will also be considered appropriate.

Justification: To protect and enhance the existing cluster of advanced engineering and aerospace businesses nearby, and ensure new development supports the aims of the Council and Local Economic Partnership (LEP).

- 7.4 **Ensure higher residential and commercial density is focussed around strategic walking, cycling and public transport routes, and within walking distance of local services and facilities.**

Justification: To ensure a sustainable pattern of development that promotes sustainable modes of travel and reduces reliance on the car.

- 7.5 **Demonstrate how development in the most accessible locations, particularly those fronting strategic routes through the site, are capable of adaption or change of use to alternative uses in the future if necessary.**

Justification: To ensure a sustainable and robust pattern of development that can accommodate future change if required.

- 7.6 **Meet the full range of local housing needs (individually or collectively) including; affordable housing, extra care housing for the elderly, provision for gypsies and travellers (see also 5.6 below), and identification of land and provision of serviced plots for people wishing to build their own home:** Proposals will need to address the requirements of the Council's Affordable Housing SPD, including the overall amount, tenure and type, layout and standards, affordability, and preferred method of delivery. The NPPF also requires local authorities to provide opportunities for people wishing to build their own home (paragraph 50).

Justification: To ensure development provides mixed and balanced communities.

Gypsies & Travellers

- 7.7 **The Council will investigate the potential to deliver Gypsy and Traveller accommodation through the provision of residential pitches within the new neighbourhood.** If a suitable location(s) cannot be found the Council will explore the possibility, through negotiation with development partners, to deliver this provision at appropriate and deliverable off-site locations.

Justification: To ensure development provides mixed and balanced communities.

Great Western Air Ambulance Charity (GWAAC)/ National Police Air Service (NPAS)

Discussions with these services to date have identified potential benefits in relocating to another area within the Cribbs Patchway New Neighbourhood. The framework diagram indicates a potential location for these services should it not be possible or desirable to retain them

in their current location. Relevant proposals must accord with the following principles:

- 7.8 **Ensure the retention, or relocation within the Cribbs Patchway New Neighbourhood, of the GWAAC and NPAS:** Proposals must set out clearly how these services are to be retained and provided for in the long term. This will include information on delivery and long-term management of any new facilities required.

Justification: To retain key uses and services on site.

- 7.9 **Consider the potential for co-location and/ or combined use with other community infrastructure requirements (e.g. community/ adult learning):** Relevant proposals must state how consideration has been given to the potential to co-locate these services with other infrastructure requirements where possible and beneficial. As with other community services and facilities there may be potential benefits in terms of convenience for the local community and other users, and efficiencies for service operators.

Justification: To support community development and provide for local services that in locations that encourage walking, cycling and use of public transport.

Heritage Museum

The Concorde Trust/ Bristol Aerospace Collection have, to date, identified a desire to utilise the existing group of listed buildings in the north east of the new neighbourhood for a new Concorde museum, identified on the Framework Diagram. Discussions are still at an early stage, and should proposals be forthcoming in that location proposals will need to accord with the following principles:

- 7.10 **Ensure the setting and special interest of the existing listed and locally listed buildings is protected and enhanced:** The group of buildings identified include two Grade II listed buildings, and could impact on the setting of an additional locally listed building to the west. Detailed proposals will need to assess the significance of these buildings and their setting in order to inform sensitive proposals.

Justification: To protect recognised built heritage assets.

- 7.11 **Identify the potential for co-location and/ or combined use with other community infrastructure requirements (e.g. community/ adult learning):** Relevant proposals must state how consideration has been given to the potential to co-locate with other infrastructure requirements where possible and beneficial. As with other community services and facilities there may be potential benefits in terms of

convenience for the local community and other users, and efficiencies for operators of the museum.

Justification: To support community development and provide for local services that in locations that encourage walking, cycling and use of public transport.

Waste and recycling facility

Developments across the Bristol North Fringe will generate the requirement for an additional waste and recycling site, and the optimum location identified is within the Cribbs Patchway New Neighbourhood. The Council will investigate how the requirement can be managed in relation to the Multi-Utilities Study, which will examine the most sustainable options for dealing with, amongst other things, waste. In any event, proposals must demonstrate how they address the requirement set out in the table below.

Provision	Requirement	Delivery
Heritage Museum	Timing: TBC Cost: n/a Delivery: Individual applications	Potential for co-location/ dual use to accommodate complimentary uses such as public café, community/ adult learning etc
GWAAC/ NPAS	Timing: TBC Cost: unknown Delivery: Individual applications	Opportunities for co-location should be explored
Waste Transfer Site 8,300m² on site provision	Timing: TBC Cost: TBC Delivery: Delivered within the PFI waste services contract, SITA to manage design and construction.	

8. Renewable/ low carbon power, heat and waste networks

This section sets out the requirement for proposals to state intended phasing, and how they will meet building regulations at the time of Reserved Matters, and how they will incorporate passive design measures. It also goes on to set out the potential for allowable solutions post-2016.

The Council is committed to reducing carbon emissions. Developing sustainable energy supplies and delivering sustainable development will be critical to successful implementation. The Council is also keenly aware of proposals for 'Zero Carbon' development and 'allowable solutions' from 2016.

The co-ordinated approach to delivery of utilities infrastructure, compared to a piecemeal approach by individual developers as their needs arise, can achieve both short and long term capital and revenue cost and carbon savings. Consequently the Council has commissioned a Multi-Utilities Sustainable Infrastructure Study (MUSIS) to investigate this issue in more detail. Efficient cost effective delivery of utilities will require engagement and coordination between different landowners and developers. To this end, planning applications should clearly set out:

- How they have engaged with and taken on board the recommendations of the MUSIS
- The delivery strategy with respect to utilities infrastructure, and
- How their proposals deliver and promote sustainable, coordinated delivery of utilities that positively facilitate surrounding development.
- How their proposals are maximising opportunities for renewable energy generation, both on site and off.
- How they are helping South Gloucestershire Council (and the UK) to meet its emissions reduction targets.

Proposals must demonstrate how they will adhere to the following key principles.

- 8.1 **Ensure an overview is provided of the whole site in terms of: a) the expected phasing and, b) the building regulations each part of the site are envisaged they will have to comply with:**
Proposals must include commentary on the proposed amendments to the building regulations in 2013 (given these proposals are now out for consultation) and 2016, and expected implications for building design.

- 8.2 **Ensure an overview is provided of the whole site in terms of its suitability for district heating:** It is accepted that densities may be too low for the viable delivery of heat networks across parts of the development, however there is likely to be potential in the higher density phases and mixed use centres for smaller schemes particularly if development is likely to be constructed post 2016. Any buildings proposed in the meantime in close proximity to mixed-use centres should be designed with plant that is compatible with potential connection to DH. The option to connect in the future should not be designed out at this stage.

At Reserved Matters stage, applications should adhere to the following principles.

- 8.3 **Prior to 2016 provide a clear and simple commitment to meet Code for Sustainable Homes level 4 & BREEAM ‘very good’, or demonstrate how development ‘outperforms the building regulations’:** This could be by provision of additional design measures, and the consequential expected additional percentage in CO2 reduction over Part L of the 2013 building regulations.
- 8.4 **Provide a layout plan showing how buildings and roof pitches have been orientated to maximise passive solar gain and the potential to use solar technology (if not now then in the future).** This may have implications for masterplanning layout, house design / street scenes and should therefore integrate fully with other detailed design work
- 8.5 **Provide commentary on and examples of the proposed house designs:** To indicate how fenestration and internal layout has responded to passive energy objectives and promote the use of renewable technology.
- 8.6 **Where appropriate demonstrate how opportunities to accommodate district heating networks have been maximised.**

In addition, the Council intends to investigate and implement an allowable solutions policy through the proposed Policies, Sites and Places DPD and a Community Energy Fund to assist developers meet their Zero Carbon objectives. Allowable solutions (AS) potentially provide benefit to existing local communities in terms of investment in energy efficiency measures through the Green Deal, retrofitting social housing and low-carbon lighting projects, or investment in local renewable energy projects, district heating or embodied carbon initiatives.

Such proposed amendments to the building regulations are, however, still evolving. The Council will continue to monitor these proposals and in so doing wishes to form an ‘AS task group’ with its developer partners and other interested parties at the Cribbs Patchway New Neighbourhood (and

potentially other New Neighbourhoods) at a mutually agreed time in step with the Policies, Sites & Places DPD program. The purpose of the group will be to formulate policy and, subsequently, implementation mechanisms (including the identification of AS projects) to ensure AS funding is retained locally and maximum benefit is achieved for the local communities most impacted by the development.

Provision	Requirement	Delivery
New primary electricity substation	Timing: TBC Cost: £1.6m Delivery: pooled contributions	
Offsite strategic sewer	Timing: TBC Cost: unknown Delivery: pooled contributions/ Wessex Water contribution	

9. Summary

This document sets out the key requirements in terms of infrastructure delivery, how the Council expects this infrastructure to be provided, and how it will secure coordinated delivery in the most sustainable locations when it is needed by communities.

Development proposals will be expected to provide or proportionately contribute towards the cost of infrastructure. Contributions will be collected through Section 106 agreements and/ or through a Community Infrastructure Levy once a charging schedule is in place.

In the event that planning applications within the Cribbs Patchway New Neighbourhood come forward in advance of the introduction of the CIL, applicants must demonstrate how their proposals contribute towards the requirement for comprehensive development and infrastructure delivery, and positively facilitate surrounding development.

Where the most sustainable way and/ or location to deliver infrastructure is dependent on collaboration from other individuals or organisations, applicants may be required to provide formal evidence that this collaboration has been agreed, for example a collaboration agreement or memorandum of understanding.

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