

South Gloucestershire Council Cribbs/Patchway New Neighbourhood SPD Frequently Asked Questions

Section 1 Introduction The overall development

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| 1. | <p>What is the purpose of these notes</p> <ul style="list-style-type: none">• The notes help to explain issues surrounding the Cribbs/Patchway New Neighbourhood and provide updates on issues which have been raised at previous consultation events.• The Sections of these notes follow issues in the same order as the SPD document. |
| 2. | <p>What is a supplementary planning document?</p> <ul style="list-style-type: none">• An SPD sets out in more detail how core strategy and other planning policies and proposals will be delivered. The South Gloucestershire Core Strategy was subject of public examination in 2012/13 and was adopted in December 2013. The focus is now on taking those proposals forward.• The scale of development proposed in the Cribbs/Patchway area is set in the South Gloucestershire Core Strategy Policy CS26 and the New Neighbourhood SPD sets out how South Gloucestershire Council expects the Core Strategy proposals will be taken delivered.• As a matter of note an earlier version of the SPD was endorsed by Council in January 2013 and is currently being used to guide development proposals. However the updated SPD upon adoption will carry more weight in planning decisions made by the Council.• The Council's aim is to consult in January and February and to consider any further issues raised and whether to adopt the SPD in March 2014. |
| 3. | <p>How much development is proposed and why here?</p> <ul style="list-style-type: none">• Core Strategy Policy CS26 identifies the new neighbourhood as a major focus for redevelopment and regeneration providing in the order of 5,700 dwellings and around 50 hectares of employment land together with supporting infrastructure including schools, open spaces, access roads and community facilities by 2027.• Development of the Cribbs Patchway area has been demonstrated as being sustainable in approach in making use of largely previously developed land within a built-up area and with scope to provide for housing and jobs where use can be made of existing and proposed public transport, footpaths and cycleways to reduce need for travel by car. |
| 4. | <p>Why has the airfield been allocated for development?</p> <ul style="list-style-type: none">• BAE Systems Ltd owned the airfield and took the decision to close it. The |

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| | <p>Council responded to that position.</p> <ul style="list-style-type: none"> • The Council considered all of the available evidence and concluded, following public consultation, that there were no viable proposals which would enable the airfield to remain open. Accordingly the council took the decision that it would be better for the area as a whole for the site to be redeveloped for jobs and housing rather than risk it being left as vacant land. • In making this decision the council was concerned to ensure that the opportunity was taken to balance housing and employment growth in the area, to be sensitive to the aviation heritage of the site, to encourage the bringing forward of employment development which would support the aviation industry in the area, and to protect the provision made for the air ambulance service. • This position was publicly examined through local consultation and through the Core Strategy process. The Core Strategy Inspector reviewed the allocation and concluded that it was sound. |
| <p>5.</p> | <p>When will we be able to see detailed development proposals?</p> <ul style="list-style-type: none"> • We understand that local people want to see detailed proposals to help assess potential impacts on them. However, first the Council has to ensure that the overall strategy is appropriate, deliverable and as far as possible acceptable to local people. A process of different stages is used for this. The SPD concentrates on adding detail to the Core Strategy proposals and shows how they can be taken forward by setting out the requirements which the development and individual planning applications should meet. • The landowner/developers are bringing forward their own plans for the area, which will contain more detail and which will themselves be the subject of public consultation. The SPD will be used to help evaluate submitted plans. • The detailed arrangements for individual access points, local traffic management etc will be set out as part of planning applications which will be assessed against planning policies and the requirements and development principles set out in the SPD. • Where there are options, such as with some of the transportation improvements, both South Gloucestershire Council and Bristol City Council (as the case may be) will try to ensure that the public are consulted on these and can influence the choices made |
| <p>6.</p> | <p>Do the landowners support the Council's proposals?</p> <ul style="list-style-type: none"> • There are several landowner/developers promoting development in this area. The Council is keen to ensure a coordinated and comprehensive approach to the development of land and supporting infrastructure and has encouraged the landowners to work in close cooperation. • The landowners have responded by preparing their own version of a Framework Plan to show how they think the Council's requirements can be met. The Council consulted on an early version of that framework plan in October 2013 and was encouraged by the commitment shown to joint working. • Comments raised have been addressed and the landowners have prepared a revised framework plan together with a 'compliance study' which sets a table showing in more detail how the joint landowners see the council's requirements |

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| | <p>being met. The landowners have also prepared a legal 'collaboration' agreement which would commit them to a joint approach.</p> <ul style="list-style-type: none"> • On this basis the council concludes that while there may still be a number of issues of detail to be resolved through the planning application process there is a strong indication that the landowners share and are working towards delivery of the council's requirements for the development as set out in the core strategy and draft SPD. • Individual developers have, or are starting to develop, their own detailed masterplans and these are being brought forward as planning applications. • Persimmon Homes & Ashfield Land have already submitted planning applications for the Fishpool Hill area. • Skanska Residential is currently consulting on its proposals before submitting formal plans for the land west of the A4018 Cribbs Causeway. • The indications are that Bridgehouse Capital will also consult on its draft masterplan for the main former airfield site during Spring 2014. |
| 7. | <p>How long will it take to build all of the proposed houses, employment areas and supporting facilities?</p> <ul style="list-style-type: none"> • This is a major long-term proposal which will take 10-15 years to complete. The rate of progress will in part depend on the national economy. Work on the first houses is expected within twelve months, following ground preparation and access works. |
| <p>Section 2 Site Context and Characteristics</p> | |
| 8. | <p>Has account been taken of all the other proposed development in the area?</p> <ul style="list-style-type: none"> • Yes, as far as practicable modelling of traffic and other issues for the new neighbourhood has taken account of existing and committed development in and around the wider areas of Bristol and South Gloucestershire. |
| 9. | <p>Is there any news on the redevelopment of the Rolls Royce East Works Site?</p> <ul style="list-style-type: none"> • Outline planning permission for various employment uses on the site was granted in 2009. This was at the start of the recession and despite some interest from potential occupiers no development came forward. A further application was submitted in 2012 to renew that permission. • The Council understands that Rolls Royce is still seeking a development partner to bring the site forward. Circumstances have changed slightly in that the original scheme was constrained in part by flight path issues which will no longer apply. • There is no currently no certainty on when revised proposals will be brought forward. In the interim one option under consideration is to extend the proposed Bus Rapid transit route across the former airfield, through the East Works site and under the Gypsy Patch railway bridge (which would need to be widened) and back to Parkway station. |

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| Section 3 Vision and Objectives | |
| 10. | <p>How will you ensure comprehensive development?</p> <ul style="list-style-type: none"> • The Core Strategy policy CS26 sets out the need for a co-ordinated approach to the provision of transport, schools, open spaces and other site infrastructure. This is amplified in the Supplementary Planning Document (January 2014). • Individual planning applications will be assessed to check whether they contribute to or would undermine a comprehensive approach. It is for this reason that the Council has encouraged the landowners to work together towards a collaboration agreement and joint framework plan. The landowners' revised draft Framework Plan is now also available for comment. • In parallel with discussions with the landowners the Council is mindful of the potential for impact on communities within Bristol. In addition to close working between officers, of the two authorities it has set up a Member Liaison Group with Bristol City Council to ensure that the local Councillors of both authorities know what is being proposed and to help co-ordinate public consultation. • The Council is also continuing to liaise with statutory bodies including the Environment Agency, Highways Agency and Natural England both on the SPD and individual planning applications. • The council is also working jointly with the three parish and town councils of Almondsbury, Patchway and Filton to hear and address local issues |
| 11. | <p>Will the developers pay for everything?</p> <ul style="list-style-type: none"> • No, the scale of the investment in infrastructure is so significant that it would be unreasonable to expect the new development to be able to bear the full costs. It is accepted that there will also be need for these costs to be shared with public funding for some elements of infrastructure such as for the Bus Rapid Transit and potential rail enhancements. • As this area has been designated as an Enterprise Area one option available is for the Council to fund some of the infrastructure up front and to recoup that expenditure from future Business Rate income under the City Deal scheme. |
| Section 4 Access and Movement | |
| 12. | <p>Transport General When will we be able to see detail – in the SPD or only in detailed plans?</p> <ul style="list-style-type: none"> • The SPD will contain the broad principles of the transport package, such as the junctions that will need to be improved. • The details of what will be proposed at each junction will only be worked up at the appropriate time – once funding has been secured to advance the design work. • In some cases (e.g. works to M5 Junction 16 and 17) this could be as early as 2014, and other cases it might be some years away. <p>Where there are options, the Highways Agency, South Gloucestershire Council and Bristol City Council (as the case may be) will try to ensure that the public are</p> |

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| | consulted on these and can influence the choices made |
| 13. | <p>Traffic is already horrendous – how can you stop it getting worse?</p> <ul style="list-style-type: none"> • There will continue to be traffic growth whether or not the development happens, but the package of investment is planned on the basis that as a minimum the development at CPNN will not make the situation any worse than it would have been without it. • The Councils recognise the existing traffic congestion problems. Hot spots have been identified where junction improvements will be required. The development of housing and employment will happen over a 10-15 year period and improvement measures will be phased with that. • There will be a particular focus on providing improved conditions for people (existing residents and those moving into the new development) to travel by other modes of transport. Some of the schemes necessary to provide these conditions are being advanced now including the North Fringe to Hengrove Bus Rapid Transit (programmed for 2017 opening) and the MetroWest rail scheme (programmed for opening in 2021). These should be in place early in the lifespan of the development. |
| 14. | <p>Rail Services</p> <p>When will the rail link open for passenger rail?</p> <ul style="list-style-type: none"> • Both South Gloucestershire and Bristol City Councils are very keen that this should happen and are making the case locally and nationally for this to be given priority funding. There is no certainty at this stage however when the line might reopen to passengers, but the development coming forward should improve the business case. The MetroWest scheme is programmed for opening in 2021. • The line is used now for freight and there is some potential for conflict between freight and passenger usage which would need to be managed. Bristol Port is hoping to make more use of the line for freight purposes and it would be beneficial to use rail for bulky items from the port. |
| 15. | <p>Will there be new rail stations – if so where?</p> <ul style="list-style-type: none"> • The Council and landowners recognise the potential benefits in opening the railway line to passenger traffic and to having one or more stations in this area. However development is not viewed as being dependent or conditional upon the provision of new stations. • The Core Strategy proposes that two locations are safeguarded for new rail stations - Filton North and East of Fishpool Hill however, as part of wider technical work to support MetroWest a study is underway to review four main options for the stations: <ul style="list-style-type: none"> ○ Old Filton North (close to the A38), ○ East of Charlton Road ○ West of Fishpool Hill (close to the A4018). ○ Old Henbury Station • The study should be finalised early in 2014. In practice only two locations are likely to be practical and viable but the SPD shows three locations for safeguarding so that options are not lost through the early stages of the |

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| | development. |
| 16. | <p>Can we insist on construction materials being delivered by rail?</p> <ul style="list-style-type: none"> • In this case, the lack of facilities (sidings etc.) on the railway line adjacent to the site, and its continued use for long distance freight movements will limit the opportunity to bring materials in by rail, but this will be reviewed on a case by case basis. • Each planning application for the different elements of the CPNN site will need to include a Construction Management Plan (or equivalent) that will need to outline how materials (and workforce) will be brought to the site, and how surplus material will be removed. SGC could impose certain conditions on the content of the CMP, although these would need to be reasonable in the context of the development, and not result in the imposition of additional cost burden. |
| 17 | <p>Traffic management</p> <p>Will there be presentation of ideas before applications are submitted?</p> <ul style="list-style-type: none"> • The general impact of the development upon the local highway network has been identified through the transport modelling work carried out to date. • The aim is to draw down funding from the development on a phased basis and to develop detailed traffic management schemes in consultation with the local communities. Where there are options, the Highways Agency, South Gloucestershire Council and Bristol City Council (as the case may be) will try to ensure that the public are consulted on these and can influence the choices made • In this way the impact of development traffic and local priorities will be assessed as part of the development process, rather than being undertaken too far in advance of the development taking place. |
| 18. | <p>How will you avoid Charlton Road becoming a rat run?</p> <ul style="list-style-type: none"> • We recognise that this is a major concern for residents and both Bristol City Council and south Gloucestershire Council wish vehicular access to be limited. The aim is to restrict access to Charlton Road from the main CPNN to all but pedestrians, cyclists and buses. • There is potential for three routes to connect with Charlton Road. <ul style="list-style-type: none"> ○ East – the established existing access linking towards the aerospace works and car park. ○ North – towards the Mall – this should be designed to be bus only ○ West – linking to the Fishpool Hill development – this should be designed to be bus only but might serve a limited amount of local development. • Controls can be exercised through a range of measures, for example, rising bollards, gates, enforcement cameras can be used to enforce such restrictions. |
| 19. | <p>How will you avoid Traffic congestion at Crow Lane roundabout getting worse?</p> <ul style="list-style-type: none"> • Existing congestion problems at this junction are recognised, and transport |

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| | <p>modelling work has identified improvements to the junction that would mitigate the impact of the CPNN development traffic. The landowners will be required to fund these improvements. The detailed design will need to be worked through in consultation with local people.</p> |
| 20. | <p>When will be able to see detailed traffic management proposals?</p> <ul style="list-style-type: none"> • An overarching transport package has been identified for the CPNN site, and this will be embedded into the SPD for the site. Local people will be able to comment on this package when responding to the SPD consultation. • Each element of the CPNN development will be required to identify its own transport strategy, which will need to comply with the overarching package identified in the SPD. The strategy will need to contain the detailed transport proposals that each landowner is proposing in order to deliver their part of the CPNN. • Consultation on the detailed design of each junction improvement or other transport measures such as traffic management or cycle routes will be undertaken by the HA, SGC and / or BCC depending upon the location of the proposed scheme. • Each landowner will be required to prepare the internal transport network for their development site in line with the transport policies that will be included within the Core Strategy and the SPD. Consultation on their proposals for the internal networks for walking, cycling, public transport and traffic will be through the planning application process. |
| 21. | <p>Charlton Road</p> <p>Can you guarantee that any bus/cycle route form Charlton Road will not become open to all traffic in future?</p> <ul style="list-style-type: none"> • The policy approach is for this route to be open only for buses, emergency vehicles, cyclists and pedestrians. The appropriate planning conditions and / or obligations will be placed on the developer to this effect. The only car traffic that will be permitted will be that accessing existing residential properties on Charlton Road to the South of the railway and on Charlton Common (including potentially the small Redrow development subject to conclusion of planning processes that are already underway). |
| 22. | <p>How will the Charlton Road bus route be controlled and enforced?</p> <ul style="list-style-type: none"> • The method of enforcement of a bus gate will be determined as part of the detailed design process, but methods commonly in use include rising bollards, barriers, and camera enforcement. Each method has its benefits and drawbacks, and consultation on the design of the bus gate will seek community views as well as technical views on the preferred method. |
| 23. | <p>There is an existing industrial access form Charlton Road to Brabazon Hangar. Will that be retained? How can its future use be controlled?</p> <ul style="list-style-type: none"> • This is an established access so it will potentially be more difficult to regulate than new access points. Options will need to be considered as part of the master-planning work for the Airfield development parcel. |

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| 24. | <p>Charlton Common - Has the Redrow proposal for road widening gone away?</p> <ul style="list-style-type: none"> The previous planning application has been withdrawn for the road improvement across the Common. It remains an option that a revised application could be made. |
| 25. | <p>Will there ever be a link road through from Charlton Road to Fishpool Hill?</p> <ul style="list-style-type: none"> For good traffic management reasons, the current policy is that there would not be a link for general traffic between Fishpool Hill and Charlton Road. A link for emergency vehicles, buses, pedestrians and cyclists might be appropriate to allow these to travel more directly between the Fishpool Hill development and destinations such as Southmead Hospital. |
| 26. | <p>A4018 - Where will site access points be – when will we know?</p> <ul style="list-style-type: none"> The detailed approach on each access will become clear when applications are submitted – until then proposals are diagrammatic and subject to detailed design. It is known that the Fishpool Hill development is proposed to access from a new junction on the A4018 to the south of the Passage Road junction, as that is shown in the Fishpool Hill planning application. Two accesses are proposed into the Haw Wood site, but the exact location of these is still to be finalised. |
| 27. | <p>Henbury Roundabout What are the detailed proposals for traffic management in this area?</p> <ul style="list-style-type: none"> The CPNN transport package includes provision for traffic management measures in Henbury, but the details are not yet worked up for these. Where there are options, the Highways Agency, South Gloucestershire Council and Bristol City Council (as the case may be) will try to ensure that the public are consulted on these and can influence the choices made |
| 28. | <p>Crow Lane Roundabout What are the detailed proposals for traffic management in this area?</p> <ul style="list-style-type: none"> The CPNN transport package recommends the re-construction of this junction, replacing the roundabout with a signalised crossroads. This will need to be agreed with Bristol CC as the relevant local transport authority. Where there are options, the Highways Agency, South Gloucestershire Council and Bristol City Council (as the case may be) will ensure that the public are consulted on these and can influence the choices made |
| 29. | <p>Station Road, Henbury What are the detailed proposals for traffic management in this area?</p> <ul style="list-style-type: none"> The CPNN transport package recommends that this would be opened up to two-way general traffic. This would be subject to consultation with local communities and BCC, as well as to detailed design issues including the access arrangements for the Haw Wood site. Where there are options, the Highways Agency, South Gloucestershire Council and Bristol City Council (as the case may be) will ensure that the public are consulted on these and can influence the choices made |
| 30. | <p>Gypsy Patch Lane What are the detailed proposals for traffic management in this area?</p> <ul style="list-style-type: none"> The CPNN transport package recommends an improvement at the A38 / Gypsy |

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| | <p>Patch Lane junction. This may be delivered by March 2015 using City Deal RIF funding. This would be subject to design and consultation.</p> <ul style="list-style-type: none"> • A study is underway into options for improving Gipsy Patch Lane at the railway bridge to improve facilities for pedestrians, cyclists, buses and general traffic. This will report in early 2014. • Where there are options, the Highways Agency, South Gloucestershire Council and Bristol City Council (as the case may be) will ensure that the public are consulted on these and can influence the choices made |
| <p>31.</p> | <p>Bus Rapid transit – metro bus Are there any proposals to extend the proposed routes and will it be two way operation?</p> <ul style="list-style-type: none"> • The approved BRT route extends along Highwood Road linking Cribbs Causeway Mall with Aztec West and thence into Bradley Stoke. • The CPNN transport package contains a proposal for a BRT extension through the Airfield site providing a direct route between the Mall and Parkway Station. This would run through the Airfield section of the CPNN site, and potentially the East Works site before continuing along Gipsy Patch Lane and Hatchet Road to Parkway. |
| <p>Section 5. Community Infrastructure</p> | |
| <p>32.</p> | <p>What community facilities are proposed and where?</p> <ul style="list-style-type: none"> • The Core Strategy and supporting Infrastructure Delivery Plan sets out the requirements for community facilities, broadly comprising: <ul style="list-style-type: none"> • A new secondary school, • Five new primary schools and nurseries, • New health and dental centres, • Community centres, • An indoor sports facility, • Sports pitches, and • A new library • The draft SPD shows four local centres for services including primary schools and local shops at: <ul style="list-style-type: none"> • ‘Haw Wood’ - with the proposed development west of the A4108. • ‘Henbury Trym’ – as part of the proposed Fishpool Hill area • ‘Central airfield’ – which is likely to be larger centre with a greater range of facilities to serve the whole area including the secondary school. • East of Airfield – offering a range of service to both the local residential community and the employment area. • The SPD also recognises the potential for some further change around the Mall, Cribbs Causeway retail area and Patchway Trading Estate. |

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| | <ul style="list-style-type: none"> The landowners are suggesting a similar pattern of centres but with some variations. Careful consideration will need to be given to ensure these facilities are appropriately dispersed and located to ensure new and existing communities can access them as easily and conveniently as possible. |
| 33. | <p>When will local facilities, schools, shops, etc be open?</p> <ul style="list-style-type: none"> The Council is keen to ensure that the development of schools and other facilities keeps pace with housing development and for this reason trigger points are set out in the SPD stating when facilities should be provided. This is linked to the number of houses completed rather than specific calendar dates. |
| <p>Section 6 Green Space and Drainage</p> | |
| 34. | <p>Will there be a lack of green space?</p> <ul style="list-style-type: none"> The Council has adopted standards for different kinds of open space including playing pitches, informal open space, wildlife areas, childrens' play and allotments. The SPD takes account of proposed housing and average household size to project needs for each kind of space. Diagrams illustrate broadly how that space should be provided. This includes for a central 'destination' park. |
| 35. | <p>Will there be public parks?</p> <ul style="list-style-type: none"> Green spaces contribute to healthy life styles. The expectation is that there will be a range of green spaces throughout the development which will, as far as possible, be linked by attractive green corridors i.e. safe and attractive walking and cycling routes. The intention is for there to be a 'destination' park close to the Central Airfield local centre and secondary school. |
| 36. | <p>Will school grounds have public access?</p> <ul style="list-style-type: none"> The aim is for effective use of all open space so dual use will be encouraged for sports etc but there is unlikely to be totally unrestricted access for user protection, maintenance and health reasons. |
| 37. | <p>Flood risk There is current flooding on the Henbury Trym, Henbury ford and a stream through Southmead. How can you ensure that this is not made worse?</p> <ul style="list-style-type: none"> There will be a SUDs (sustainable urban drainage scheme) approach to flood risk is to increase the permeability of surfaces and to provide balancing ponds to hold back the flow of water under storm surge conditions. The Council will continue to consult with the Environment Agency to ensure that account is taken of any potential flood risk. |
| <p>Section 7 – Land use</p> | |
| 38. | <p><u>Housing</u> When will the first planning applications be approved and the first houses built?</p> <ul style="list-style-type: none"> Persimmon Homes' application for the Fishpool Hill area has already been |

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| | <p>submitted and is likely to be the first to be determined. It is an outline application. If it is approved in principle it will be necessary to sign legal agreements before 'reserved matters' (detailed applications) are submitted and approved. The council's assessment of housing delivery over the next 5 years anticipates that the first houses will be started by 2015. Following this start up the number of houses built each year in the period to 2027 will largely reflect market conditions.</p> |
| 39. | <p>What kind of houses will be built?</p> <ul style="list-style-type: none"> • This is a long-term project for 10-15 years and the market will change and design fashions may change over that time. The most likely outcome will be a wide range of house types with a target of 35% falling within the definition of being 'affordable'. • The aim is to follow home zone/living street principles to ensure that development areas are 'people friendly'. |
| 40. | <p>What is meant by affordable housing? Will the affordable housing look different?</p> <ul style="list-style-type: none"> • This is housing provided to eligible households whose needs are not met by the private market. It can be delivered in the form of rented accommodation and part ownership this is where you own part of the property and rent the remaining, although there is a high identified need for rented properties in South Glos. Both types of properties are owned and managed by a Housing Association. • All affordable housing is designed to ensure that it is 'tenure blind' and is pepper-potted throughout the development to ensure mixed and balanced communities. |
| 41. | <p>Who will move into the affordable homes?</p> <ul style="list-style-type: none"> • People who are identified as being in housing need. To be able to apply you must be registered on the Councils' Home Choice Base Letting system. For further details you can contact the Councils' Home Choice team on 01454 868005. |
| 42. | <p>Employment</p> <p>How can we ensure that the needs of the aerospace sector are understood and recognised in plans?</p> <ul style="list-style-type: none"> • The Council is working with the Local Enterprise Partnership and local aerospace companies to understand their needs and to ensure that space is provided for future development within the new neighbourhood and wider Enterprise Area at Filton. The indications to date are that the existing companies generally consider that they have enough spare land to meet their future needs. There is however potential to attract new engineering and supply chain companies to further consolidate the aerospace and advanced engineering sectors. • One of the ideas which is under consideration and which is reflected in the SPD is for a hub facility (an innovation centre or institute) that would support all of the aerospace companies by providing for research, development, training and collaboration with projects. • The aerospace sector has made clear that its needs are not just tied to design and engineering type opportunities but, for example, the need for better conference and social facilities. |

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| <p>43.</p> | <p>How much employment is proposed? Policy commitment is for ‘around 50 hectares’ – how far do emerging plans reflect that?</p> <ul style="list-style-type: none"> • The Core Strategy proposes that around 50 hectares (around 123 acres) is provided for employment uses in support of the aerospace and advanced engineering sectors, and the SPD supports these objectives. • The SPD plan shows the employment land being mainly located at the eastern end of the airfield to link with the existing aerospace businesses and the vacant employment land at the East Works and at Charlton Hayes. • An area of around 50 hectares is shown to include provision for about 10 hectares each of light industry, general industry and office uses together with complimentary uses including the Aerospace Heritage Museum, local centre, access roads, landscaping and drainage. This area will provide the flexibility to respond to the needs of the aerospace sector. • If the proposed new employment area is added to vacant land at Charlton Hayes (13 hectares); the Rolls Royce East Works (26 hectares); the Brabazon Hangar (12 hectares) and spare land within the Airbus complex it could provide in the order of 100 hectares for future employment growth. • These comments address the proposed core employment area. There will be other business and employment opportunities throughout the new neighbourhood initially in construction and subsequently in schools, shops and other services. • The current assumption is that Patchway Trading Estate, which is identified as having potential for some future redevelopment for housing, will continue in employment use in the early years of the plan. |
| <p>44.</p> | <p>What kind of jobs will be created?</p> <ul style="list-style-type: none"> • In the short term there should be many construction jobs. • Within the core employment area the Council will seek to secure opportunities for differing kinds of employment use but actual development will depend on which companies have need for the land. • The Council is hopeful that the aerospace and advanced engineering sectors will grow and that this growth will support the retention of the existing businesses in the area.. This could provide for high quality, long term research, design and manufacturing jobs. • There are also likely to be a range of support jobs in service industries such as hotels and conference facilities. In practice there is likely to be a range of jobs at all skill levels. |
| <p>45.</p> | <p>How many jobs would the employment area create? When will jobs be provided?</p> <ul style="list-style-type: none"> • This would depend on the kind of employment use developed. For the purposes of modelling etc the Council has assumed a mix of uses providing around 3,750 jobs. However this figure has been revised, based on the assumption of an equal split of land between light industry/research, general industrial and office uses, and the current estimate is around 6,500 jobs. • Although difficult to control through the planning system the aim is for housing and jobs to be developed in tandem to ensure that there are |

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| | opportunities for people to live and work locally from the outset. |
| 46. | <p>How can we be sure local people will benefit from these jobs?</p> <ul style="list-style-type: none"> • The SPD seeks to encourage local training and apprenticeships to ensure that the local work force is adequately skilled to take advantage of the employment opportunities which will be offered. • The developers, existing major employers, the council, and further and higher education providers are all looking at how the right school, college, degree and apprentice level opportunities can be provided to give local people the best chance of securing the new job opportunities which will be available |
| 47. | <p>Emergency services</p> <p>Will there be adequate provision for the Air Ambulance and Police Air Operations?</p> <ul style="list-style-type: none"> • The Core Strategy and SPD seek to ensure that provision is retained for the air ambulance and police helicopters at least until a satisfactory alternative location is secured and can be operational. • Bridgehouse Capital, who are bringing forward proposals for the former airfield site, have indicated support for that approach. • The assumption is that an area of about five hectares would be needed for the helipad – allowing for flight paths etc. If the helipad were relocated to another site it is likely that the land released would be redeveloped for other purposes. An assessment of needs would need to be made at that time. • Relocation will only be permitted if the new site is as good as, if not better than, the existing |
| 48. | <p>How will the heritage of the area be reflected in the development?</p> <ul style="list-style-type: none"> • In part through public art, street naming and the like. • Local identity should also be reinforced through the aerospace heritage museum which all parties view as being a key part of the development. • Listed hangar buildings will be retained and restored as part of these proposals • The urban design approach to the whole area will also highlight the importance of the aviation heritage of the site |
| 49. | <p>Is there a strategy for naming/branding the area?</p> <ul style="list-style-type: none"> • Not as yet. The focus to date has been on establishing the planning principles for the new neighbourhood. Work on branding will largely fall to the landowners but the public art strategy can help to establish principles for the high quality public realm which should be a key part of establishing a character and identity for the new neighbourhood. |
| 50. | <p>What is proposed for The Mall and Cribbs Causeway retail area?</p> <ul style="list-style-type: none"> • The Core Strategy Inspector has indicated that references to retail growth and remodelling of the Mall and surrounding areas should be deleted from |

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| | <p>the Core Strategy.</p> <ul style="list-style-type: none"> • The Core Strategy as adopted states that: “The Council will undertake a review of the scope for permitting some additional development at this location to support the Mall consistent with the need to maintain the vitality and viability of other centres. Additional provision will be delivered through the Policies, Sites and Places DPD or a replacement Local Plan. Until this review is completed, any additional retail floor space provision in an out-of-centre location will be considered against national policy guidance in the NPPF having regard for the sequential approach and retail impact tests. “ • The council will be working closely with landowners and developers to discuss their plans for the continued investment in and development of the Mall and Cribbs Causeway retail and leisure area to ensure it remains an attractive and thriving part of South Gloucestershire’s economy • Any plans for the future development of the area will be discussed with key stakeholders including the local community, parish and town councils and key partners such as the Highways Agency, and if appropriate neighbouring councils. • However, Policy CS26 also allows provision of ‘local retail’ to meet the needs of new communities within the development. |
| <p>Section 8 Utilities and Renewable Energy</p> | |
| <p>51.</p> | <p>Will the development be sustainable?</p> <ul style="list-style-type: none"> • Sustainability will be provided for in a number of ways. <ul style="list-style-type: none"> ○ Care over the layout and orientation of buildings to maximise potential for solar gain. ○ Energy conservation in homes – exercised through Building Regulations ○ On site generation of power through solar and other technologies. ○ Consideration has been given to the development of combined heat and power systems. This would have to have potential in localised areas but is unlikely to be achievable across the whole site. ○ Through layout and design to help people to work close to home and use local services and to encourage walking, cycling and use of public transport. |
| <p>Consultation</p> | |
| <p>52.</p> | <p>What further consultation is proposed? How will the existing local community be kept informed about the development as it progresses?</p> <ul style="list-style-type: none"> ○ The consultation arrangements for the SPD are covered in the publicity material but include local exhibitions, publication of material to the web and placing paper copies to view in libraries and one stop shops. ○ Comments are invited by 28th February after which time the Council will review all comments and decide whether to adopt the SPD. ○ There will be future consultation on individual planning applications and on allied issues such as local traffic schemes and traffic management ○ The Council has formed a member Liaison Group with Bristol City Council to |

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| | help manage consultation processes on what is a very complex project. |
| 53. | <p>How can we express our views?</p> <p>You can comment on what you've seen in a number of ways:</p> <ul style="list-style-type: none"> • By email to: cribbspatchway@southglos.gov.uk or majorsites@southglos.gov.uk • By post to: Department for Environment and Community Services PO Box 299 Major Sites Team Civic Centre High Street BRISTOL BS15 0DR • At any of the exhibitions by filling in one of the feedback forms provided. |
| 54. | <p>Will anyone listen to our views?</p> <ul style="list-style-type: none"> • All views and comments received will be collated and reported to Members of the Planning, Transport and Strategic Environment Committee on 26th March 2014 who will take them into consideration when determining how to respond to the landowners/ developers on their proposed Framework Plan. • All views and comments will also be taken into consideration by officers as they revise the draft Supplementary Planning Document. |