

Appendix F

- 12.12 Policy CS5 (Location of Development) identifies land to the south of Filton airfield and the commercial areas north and west of The Mall in the Cribbs Causeway, Patchway and Filton area as having the potential to accommodate approximately 1750 5,700 new dwellings and associated facilities. This policy and supporting diagram set out the key principles of development for new neighbourhoods in this area.

POLICY CS26 – CRIBBS / PATCHWAY NEW NEIGHBOURHOOD

~~At land from Charlton Common south of the Filton Airfield west to the A4018 and north of the airfield, to the commercial areas at Cribbs Causeway, including the Patchway Trading Estate, approximately 1750 dwellings in new mixed-use neighbourhoods, together with supporting infrastructure and facilities, will be provided in a comprehensively planned approach 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.~~

~~In order to provide for the best possible integration with Patchway, Brentry & Charlton Hayes, and to assess and minimise potential impacts, development proposals should accord with the approach for preparing design documents as set out in the Council's SCI. In particular this should emphasise creative opportunities to demonstrate:~~

- ~~• How the operational needs of the airfield and aerospace cluster will be protected;~~
- ~~• The proposed disposition of uses, and how the new neighbourhoods will be effectively integrated into the existing communities of Patchway and North Bristol;~~
- ~~• How the amenity of new and existing residents will be protected;~~
- ~~• An integrated approach to transport and access;~~
- ~~• The quantum and proposed location of supporting community facilities and new public spaces;~~
- ~~• The broad architectural approach including, key frontages and maximum building heights, and~~
- ~~• Landownerships, the likely timing and disposition of planning applications and proposed proportionate contribution to any supporting infrastructure and community facilities.~~

~~Individual planning applications will require Design & Access Statements to demonstrate compliance with the area wide vision and strategic objectives which should comply with the Council's SCI. The new neighbourhood(s) will provide for:~~

- ~~A range of housing types and tenures in accordance with Policies CS17 and CS18;~~
- ~~Primary School(s) for approximately 3 forms of entry and full day nursery;~~
- ~~Library, doctors surgery, community meeting space(s), children's and youth facilities;~~
- ~~Local retail, food and drink outlets;~~
- ~~Well planned and integrated Green Infrastructure including a strategic green corridor for amenity, recreation, sustainable drainage and wildlife use alongside the Henbury Trym;~~
- ~~The Cribbs/Patchway New Neighbourhood Transport Package (see Policy CS7), including safeguarded land for a new rail passenger station;~~
- ~~Provision of pitches for Gypsies and Travellers;~~
- ~~An Extra Care housing scheme; and~~
- ~~Contributions will also be required for the provision of secondary school places and school transport in the locality.~~

~~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.~~

Replace above policy text to Policy CS26 with the following.

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 1-4 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); including safeguarded land for a new rail passenger station(s)**

- **A waste transfer and recycling facility;**
- **Neighbourhood-wide wireless internet network;**
- **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.

- 12.13 The site New Neighbourhood comprises land between bounded by the railway line, the M5 motorway, the existing residential community of Patchway and emerging community of Charlton Hayes, and the A38, and airfield that stretches from Charlton Common to the A4018 (Wyck Back Road) and the commercial areas from Catbrain Hill and Lysander Road north to the M5 and east around The Mall to the Patchway Trading Estate.
- 12.14 The area will be a major focus for redevelopment, and physical, social and economic regeneration. Comprehensively planned development will bring with it the opportunity to create new homes and jobs, secure further investment to support the long-term future of the aerospace sector, upgrading of the quality of the local environment, a range of services and facilities and improved strategic infrastructure. There is now a significant opportunity to re-model ageing commercial areas and bring forward land south of the airfield to develop a new community within mixed use neighbourhoods that look towards a re-profiled Cribbs Causeway retail area as a potential town centre. This opportunity presents a chance to re-model an area that has developed over the last 30 years, in a 'plot-by-plot' unco-ordinated way, resulting in car dominated, commercial 'sprawl' and assist the continued regeneration of Patchway.
- 12.15 The area currently suffers from congestion and a car-dominated environment. The transformation of the area will be contingent upon the creation of a high quality public realm that prioritises pedestrians, cyclist and public transport over private cars. Development will provide the opportunity to re-introduce passenger services on the Hallen Line/ Henbury Loop and re-open or provide new stations. The North Fringe to Hengrove Rapid Transit will form a new public transport link through the area serving nearby concentrations of employment and commercial uses, and the greater Bristol area to the south. The opportunity for innovative transport solutions within and around the area will be encouraged. Development will bring with it the opportunity to generate a new vision and co-ordinated master plans for the area, a wider mix of uses, the better integration and intensification of uses and the creation of 'streets' and new high quality public realm, open space and meeting places. Planning of the new neighbourhoods must, however, respect the operational needs of the airfield and aerospace cluster, being key strategic economic drivers to the North Fringe and wider region.
- 12.16 Development will also bring the opportunity to provide a significant amount of multi-functional green infrastructure across the area to ensuring landscape

features are protected and sustainable travel options are promoted. This includes, but is not limited to: the protection and enhancement of Haw Wood and ridgeline adjacent to the M5 motorway, the creation of a recreational route alongside the Henbury Trym, the enhancement of Charlton Common, and the potential extension of Highwood Road linear park. These and other elements will provide a range of open spaces and corridors, providing legible permeable routes to key destinations. The Hengrove to Bristol North Fringe Rapid Transit will form a new public transport link between The Mall and Aztec West and a new access road will serve the land south of the airfield off Wyck Beck Road. Fishpool Hill and Charlton Road will provide important foot, cycle and, potentially, public transport connections. New strategic cycleways will link Fishpool Hill to The Mall and wider area.

- 12.17 A range of flexible, multi-functional social and community facilities to serve the existing and new population will be provided, including but not limited to a new secondary school, primary schools/nurseries, a new library, and the delivery of the Concorde museum incorporating community learning facilities. Opportunities for the flexible use of facilities will be investigated to assist their delivery. Land at the end of and adjacent to the runway will be used innovatively for new allotments, species rich grassland and hedgerows woodland, sports pitches and informal open space.
- 12.18 The proposed mix of uses across the area will generate significant potential for renewable and low-carbon energy generation and networks, which developments will be expected to provide, facilitate or future proof for incorporation into the network should it become feasible at a later date. Given the size and location of the new neighbourhood it will be required to provide a range of local facilities and amenities to serve the new population and cycle and pedestrian connections to nearby communities, commercial, educational and recreational land uses. The Council will also work with the owners of The Mall / Cribbs Causeway retail area to investigate and provide a greater range of uses consistent with the long term ambition to establish its role as a Town Centre.

Delivery

- 12.19 The development will be delivered by the private sector through the development management process. Given the close proximity of the land south of the airfield and potential redevelopment areas at the Cribbs Causeway retail area, the proposed number of new dwellings and land interests size of the area and varied nature of the proposals, it is important that development comes forward in a comprehensively planned and co-ordinated way that clearly sets out how new infrastructure and community facilities will be delivered in step with new housing and re-modelling of the commercial areas development. The Council is therefore working pro-actively with development partners to co-ordinate and produce an illustrative masterplan. It is critical therefore to ensure a comprehensive and cohesive plan-led approach is taken to development at CPNN where a sequential approach to delivery – led by the Core Strategy, expanded upon through a single SPD and then implemented through the development management process is followed. This will ensure the strategic elements required for CPNN e.g. the transport package, green infrastructure and community facilities are provided in a way that accords with Policy CS26 and ensures costs are appropriately shared across all development areas of CPNN. This must be led by the Core Strategy establishing the policy framework principles

supported by SPD, that will co-ordinate subsequent planning principles for the delivery of the areas in accordance with the Council's SCI and provide the further details needed to express the Council's place making objectives. ~~Developers will then be expected to bring forward more detailed specific masterplans in accordance with this approach~~ need to demonstrate how their proposals both fully accord with the masterplan and how they will positively facilitate the development of surrounding areas of the New Neighbourhood. Community Involvement and pre-application discussions will be in accordance with the South Gloucestershire Council Statement of Community Involvement.

- 12.19a ~~A Rapid Transit link from Aztec West to The Mall~~ The North Fringe to Hengrove Rapid Transit will be delivered by the West of England Partnership in conjunction with South Gloucestershire Council. Funding is subject to a major scheme bid for 'Investment in Local Major Transport Schemes' to DfT and local contribution.