“The overall aim is to meet the dwelling needs of South Gloucestershire for the period to 2011 in a manner which is consistent with the concept of sustainable development”

(South Gloucestershire Local Plan)
List of Illustrations

<table>
<thead>
<tr>
<th>Figure</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Figure 1</td>
<td>Design Checklist for North Field</td>
<td>10</td>
</tr>
<tr>
<td>Figure 2A</td>
<td>The Approved Concept Statement for North Field (sheet 1 of 2)</td>
<td>15</td>
</tr>
<tr>
<td>Figure 2B</td>
<td>The Approved Concept Statement for North Field (sheet 2 of 2)</td>
<td>16</td>
</tr>
<tr>
<td>Figure 3</td>
<td>Framework Plan</td>
<td>26</td>
</tr>
<tr>
<td>Figure 4</td>
<td>Street Hierarchy</td>
<td>30</td>
</tr>
<tr>
<td>Figure 5</td>
<td>Framework Plan showing the Option of the Development Link Road connecting to the Standing Stone Roundabout</td>
<td>32</td>
</tr>
<tr>
<td>Figure 6</td>
<td>Public Transport Concept</td>
<td>34</td>
</tr>
<tr>
<td>Figure 7</td>
<td>Pedestrian and Cycling Movement Concept</td>
<td>35</td>
</tr>
<tr>
<td>Figure 8</td>
<td>Landscape Concept</td>
<td>36</td>
</tr>
<tr>
<td>Figure 9</td>
<td>Social Infrastructure</td>
<td>40</td>
</tr>
<tr>
<td>Figure 10</td>
<td>Character Areas suggested at the Public Consultation Workshop</td>
<td>57</td>
</tr>
<tr>
<td>Figure 11</td>
<td>Proposed North Field Character Areas</td>
<td>57</td>
</tr>
<tr>
<td>Figure 12</td>
<td>Typical Plan of the Public Transport Avenue</td>
<td>58</td>
</tr>
<tr>
<td>Figure 13</td>
<td>Typical Section through the Public Transport Avenue</td>
<td>58</td>
</tr>
<tr>
<td>Figure 14</td>
<td>Typical section through Highwood Road</td>
<td>58</td>
</tr>
<tr>
<td>Figure 15</td>
<td>Proposals for Patchway Square using the Garage Site to Divert Traffic</td>
<td>59</td>
</tr>
<tr>
<td>Figure 16</td>
<td>Proposals for Patchway Square that does not use the Garage Site to Divert Traffic</td>
<td>59</td>
</tr>
<tr>
<td>Figure 17</td>
<td>Patchway Square Block Study</td>
<td>60</td>
</tr>
<tr>
<td>Figure 18</td>
<td>Mews Street at The Hedges</td>
<td>61</td>
</tr>
<tr>
<td>Figure 19</td>
<td>Primary Street at The Hedges</td>
<td>61</td>
</tr>
<tr>
<td>Figure 20</td>
<td>The Hedges Block Study</td>
<td>61</td>
</tr>
<tr>
<td>Figure 21</td>
<td>Home Zone at The Fields</td>
<td>63</td>
</tr>
<tr>
<td>Figure 22</td>
<td>Section through Retained Vegetation between The Hedges and The Fields</td>
<td>63</td>
</tr>
<tr>
<td>Figure 23</td>
<td>The Fields Block Study</td>
<td>63</td>
</tr>
<tr>
<td>Figure 24</td>
<td>The Woodlands Block Study</td>
<td>65</td>
</tr>
<tr>
<td>Figure 25</td>
<td>Section through new strategic link road, showing the edges of The Fields and The Main Employment Areas</td>
<td>67</td>
</tr>
<tr>
<td>Figure 26</td>
<td>The Site and Surrounding Area</td>
<td>78</td>
</tr>
<tr>
<td>Figure 27</td>
<td>The Topography of North Field</td>
<td>80</td>
</tr>
<tr>
<td>Figure 28</td>
<td>Listed Buildings and HER at North Field</td>
<td>83</td>
</tr>
<tr>
<td>Figure 29</td>
<td>Constraints and Opportunities Plan</td>
<td>84</td>
</tr>
</tbody>
</table>

Contents

Section one

1.0 Introduction | page 7
2.0 Objectives of this Brief | page 9
3.0 Design Checklist | Page 11
4.0 Policy context | page 13
5.0 Consultation | page 17
6.0 Using the Brief | page 18

Section two

7.0 Local character appraisal | page 19
8.0 Development objectives | page 21
9.0 Framework Plan | page 27
10.0 Urban development concept | page 29
11.0 Transport concept | page 31
12.0 Landscape concept | page 37
13.0 Open space concept | page 39
14.0 Social concept | page 41

Section three

15.0 Supporting strategies | page 43
16.0 Design principles | page 47
17.0 Character areas | page 57

Section four

18.0 Implementation | page 69
19.0 Monitoring and review | page 75

Section five

Appendix 1- Site analysis | page 77
Appendix 2 – Public Consultation Workshop | page 85
1. **INTRODUCTION**

1.1. This document provides additional guidance on how the site known as ‘Filton North Field’ should be developed in compliance with the Policies of the South Gloucestershire Local Plan (Adopted January 2006). Following the period of public consultation, it will be changed to take account of any comments and is adopted by the Council as a Supplementary Planning Document (SPD).

1.2. North Field comprises some 74 hectares of land situated on the southern edge of Patchway. The site currently forms part of Filton Airfield, being situated to the north of the operational runway. It was originally envisaged that North Field would be developed as an employment area. In order to make this part of the North Fringe more sustainable and to achieve more balanced travel patterns in the area, however, the Development Plan now proposes a major mixed use scheme at North Field. The proposed scheme would include approximately 2,200 new homes with a full range of supporting community and leisure facilities, together with some 14 hectares of mixed employment development. The site is of strategic significance and will have a high profile because of its location adjacent to the A38 and to the Cribbs Causeway Regional Shopping Centre.

1.3. BAE SYSTEMS and Bovis Homes Ltd. have submitted an application for outline planning permission in respect of the mixed-use development of North Field. In order to achieve high standards of design and to secure all the other Local Plan objectives for North Field, the Council will only grant outline planning permission subject to the provisions of this Brief (as adopted) and subject to an illustrative Master Plan.

1.4. All subsequent applications for approval of reserved matters will then be expected to conform to the requirements of the Brief, as well as those of the approved Illustrative Master Plan. Each reserved matters application must include a Design and Access Statement, which clearly demonstrates how the scheme proposals adhere to the requirements of the Brief and the approved Master Plan. The scope and extent of such statements will depend on the nature of the scheme proposals in question.
2. OBJECTIVES OF THIS DEVELOPMENT BRIEF

2.1. In accordance with the provisions of the South Gloucestershire Local Plan (SGLP) this Development Brief has been prepared by South Gloucestershire Council (SGC) working in partnership with the landowners and developers at North Field. The landowners are BAE SYSTEMS and the lead developers are Bovis Homes Limited. In preparing this Brief the Council and the landowners have had regard to the relevant national planning guidance as set out in Planning and Development Briefs: A Guide to Better Practice (DETR 1998).

2.2. The Brief has five objectives:

1. To define core development objectives for North Field, and to refine and develop the design principles established through the concept statement process.

2. To set out an indicative framework plan for the development, which together with the brief as a whole will inform the preparation of a more detailed illustrative master plan document.

3. To promote innovation in residential, commercial and infrastructure design with a view to achieving more sustainable forms of development.

4. To identify requirements for essential facilities and services, together with responsibility for their provision where practicable.

5. To ensure the successful and consistent implementation of all design objectives by serving as a robust guide for development control decisions. The adopted development brief will, together with the approved illustrative master plan document, be the basis for determining planning applications and concluding associated legal agreements.
Q1. Design and access statement
Are the scheme proposals supported by a design and access statement, which sets out how the scheme proposals adhere to the requirements of this brief; the approved illustrative master plan document; the design code and the detailed master plan for the geographical phase in question?

Q2. Site analysis
Have the characteristics of the site in question (i.e. land form, vegetation, ecology, archaeology, listed buildings and public rights of way etc) been properly considered and taken into account in the design of the scheme?

Q3. Development form
Is the form of the proposed scheme (i.e. layout, landscape, density and mix, scale and appearance) consistent with the character area guidelines set out in this brief; the approved illustrative master plan document; the design code and the detailed master plan for the geographical phase in question?

Q4. Design quality
Will the scheme further the aim of creating an exemplar sustainable urban extension at North Field through its innate design quality, architecture and materials?

Q5. Transport
Have the scheme proposals been designed to support new public transport services at North Field?

Q6. Pedestrian/cyclist priority
Have the routes into and through the site been designed to provide a convenient, safe and attractive pedestrian and cycling environment, where pedestrians and cyclists are given priority over cars?

Q7. Open space
Do the scheme proposals include sufficient areas of open space, consistent with the open space concept set out in this brief?

Q8. Social wellbeing
Have the scheme proposals been designed to provide for the social needs of North Field residents in accordance with the social concept set out in this brief?

Q9. Water
Has the proposed development been designed to safeguard the availability and quality of water supplies, avoid flooding, and (where appropriate) create new water-related habitats?

Q10. Energy conservation
Have the scheme proposals been designed with energy conservation as a core objective?

Q11. Waste reduction
Have the scheme proposals been designed to reduce waste generation during the construction phase and to facilitate recycling throughout the lifetime of the development?

Q12. Perimeter blocks
Is the scheme layout consistent with the 'perimeter block development' approach required by this brief?

Q13. Animating the street
Are the proposed building forms and street frontages appropriate for North Field, and will they ensure that the streets/home-zones are animated?

Q14. Place making
Have all the opportunities to use street width, junctions and crossroads to enhance ‘place making’ been exploited in the scheme proposals?

Q15. Roofscape
Has careful attention been paid to chimneys, roof heights and shapes, detailing and materials in order to create a varied and interesting roofscape?

Q16. Microclimate
Have the scheme proposals been designed to reduce winds speeds across the site, and to avoid unacceptable overshadowing of main habitable rooms and outdoor amenity space?

Q17. Orientation
Have the scheme proposals been designed to ensure that as many dwellings as possible (allowing for other urban design considerations) are orientated to take advantage of passive solar gain?

Q18. Adaptability
Do the building types proposed allow for easy adaptation and extension, and have the roofs in particular been designed to allow easy conversion to useable space?

Q19. Domestic storage space
Do the scheme proposals make adequate provision for the storage of bins, recyclable materials and bicycles?

Q20. Materials appearance
Have the construction materials been carefully selected and deployed to create areas within the development that will appear coherent and engender a sense of place, in accordance with the approved design code?

Q21. Materials: embodied energy
What measures have been taken to ensure that the embodied energy of the bulk materials used in the construction has been minimized?

Q22. Car parking
Have the scheme proposals been designed to ensure that the parked car does not dominate and detract from the appearance of the street scene?

Q23. Home Zones
Do the residential streets and courtyards incorporate (where appropriate) the key characteristics of Home Zones at North Field, as set out in this brief and in the approved design code?

Q24. Utilities in the street
Do the scheme proposals demonstrate how the provision of services across the development have been co-ordinated in accordance with the requirements set out in this brief?

Q25. Exterior lighting and street furniture
Have the opportunities to enrich the public realm, through the use of high quality exterior lighting and street furniture, been maximized?

Figure 1. Design Checklist for North Field
3. **DESIGN CHECKLIST**

3.1. The Design Checklist for North Field (see Figure 1.), seeks to: apply the key questions of the South Gloucestershire Design Checklist *(SPD, Adopted August 2007)* specifically to the North Field site; and summarise the main design principles contained within this brief. It therefore acts as an aide memoir to all stakeholders who have an interest and will be involved in the development of North Field.

3.2. Applicants and their Agents must take the Checklist into account when designing their schemes and, as a matter of good practice, their answers to the questions should be included in the Design and Access Statement. It is expected that all questions will be answered positively. Council Officers and Members will ask the key questions to assess the design quality future outline and detailed application(s). They will use this assessment as a basis to decide whether the application is good enough to approve. Other stakeholders, such as Consultees and the local community, should also ask these questions when participating and being consulted in the design process.

3.3. The Checklist is structured to consider strategic topics first, followed by more detailed topics and follows a rationale process by which a design may evolve. Each question is often interdependent on others. It is therefore important to regard the Checklist as a whole rather than 'cherry-pick' individual topics and questions.

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*The Draft South Gloucestershire Design Checklist has been issued for public consultation between 27th September and 3rd November 2006. Copies may be viewed during office hours at the following offices:*

- Council Offices, Castle Street, Thornbury, South Gloucestershire, BS35 1HF
- Civic Centre, High Street, Kingswood, South Gloucestershire, BS15 9TR
- Yate One Stop Shop, Kennedy Way, Yate

The Draft South Gloucestershire Design Checklist may also be viewed at all SGC libraries and also via the Internet at [www.southglos.gov.uk](http://www.southglos.gov.uk). From the main on the home page select 'Planning & Building' then 'Local Planning' then 'South Gloucestershire Local development Framework' then 'Current and Forthcoming Public Consultation'.
The North field Site in its Sub-Regional Context
4. POLICY CONTEXT

4.1. Previous Local Plans identified North Field as a major employment site, to be developed in the medium to long term. As a result of issues raised at the Examination in Public into the Deposit version of the Structure Plan, however, the Adopted Structure Plan now seeks to secure a more balanced pattern of housing and employment across the plan area. This strategy involves restraining the expansion of employment uses in the North Fringe, by diversifying development on existing land commitments, particularly providing for more housing.

4.2. In accordance with the Structure Plan, South Gloucestershire Council re-allocated North Field for mixed use development in September 2000 and this allocation has subsequently been carried forward in the South Gloucestershire Local Plan (Adopted January 2006). The intention is to promote a mix of uses which:

- will achieve a more sustainable pattern of development involving more balanced travel patterns in the area;
- make a significant contribution to meeting housing needs in South Gloucestershire; and
- reflect the continuing need to maintain job opportunities for residents in the area around Patchway and Filton.

4.3. Policy 2 of the Adopted Joint Replacement Structure Plan (JRSP) sets out the strategic locational strategy:

A. to concentrate development for jobs, housing and facilities within and, in accord with Green Belt policies, immediately adjacent to the main urban areas of Bristol, Bath and Weston-super-Mare, in order to maintain and develop their vitality and quality as regional and sub-regional centres;

B. to develop and significantly improve the infrastructure and services of the road and rail based public transport systems, particularly the strategic network linking Bristol, Bath, Weston-super-Mare and Yate, and including the provision of effective interchanges;

C. to secure a more balanced pattern of housing and employment across the plan area by:

- restraining the expansion of employment uses in the North Fringe of the Bristol conurbation by diversifying development on existing land commitments, particularly providing for more housing, and restricting new employment allocations;
- prioritising the retention and creation of employment in central, inner and south Bristol, and Weston-super-Mare; maintaining and enhancing the economic role of Bath; and providing for smaller scale opportunities to meet local employment needs at other towns, in particular in the Norton Radstock area;
- integrating policies for housing with associated requirements for employment and transport infrastructure; and
- reviewing existing planning commitments in accordance with the locational strategy.

D. to steer residential development which cannot be accommodated within or immediately adjacent to the main urban areas, nor on other appropriate land with good access to jobs and local services which is already developed or committed to development, to the following areas in order of priority:

- those settlements which have significant existing advantages over other locations in respect of public transport access to major employment areas and other important facilities;
- those settlements where it can be demonstrated that there are practical opportunities to achieve good public transport access to major employment areas and other important facilities as part of the development; and
- to ensure that all new residential locations offer good access to a range of local facilities and services; avoid fragmented, isolated or ribbon forms of development; and enable a high proportion of journeys to be made by walking, cycling, or convenient public transport.

E. to realise the economic development potential of the key strategic locations at Avonmouth/Severnside, Royal Portbury, and Emerson’s Green, by means of a comprehensive and integrated approach to development at each location in conjunction with the provision of transport infrastructure, facilities for public transport services and the environmental framework;

F. to ensure that commercial, retail and leisure uses which involve large movements of people are steered to locations where their road vehicle movements will be minimised and public transport access maximised;

G. to improve and where necessary renew the fabric of centres within urban areas by:

- establishing city and sub-regional centres as priority locations for major investment in retail, office and major recreation and leisure facilities; in particular, to promote Bristol City Centre as a regional focus for major business uses, shopping and leisure facilities; and
- maintaining, developing and promoting other town, district, suburban and local centres as focal points for local services, jobs, housing and public transport, and improving their local accessibility.

H. to protect and enhance the character of the countryside and its settlements, and to maintain the economic and social vitality of rural areas, by allowing within or, subject to Green Belt policies, immediately adjoining settlements limited development which is appropriate to their character, setting and accessibility to local facilities and employment; and

I. to maintain the established Green Belt whilst providing for changes in the boundaries at Keynsham to contribute towards housing requirements and associated employment and associated social infrastructure, and between Portishead and Portbury to assist in safeguarding the countryside from encroachment and in the regeneration of urban land.

Bristol North Fringe

4.4. Paragraph 2.20 of the SGLP states:

A major challenge throughout the Plan period will be to develop and implement a sustainable vision for this key area [Bristol North Fringe]. The need for this was identified by the Joint Replacement Structure Plan Examination in Public (EIP) Panel. South Gloucestershire Council has initiated work with a wide range of partners including Parish and Town Councils, the Area Forums and representatives of Community groups and the business sector to identify and
articulate such a vision. The work undertaken to date will be developed further and will be used to inform new development proposals. The vision as currently set out includes the following key elements:

- Communities should be a fundamental building block and the strength of community spirit is a key factor in building the future, particularly in bringing together the various communities (both geographically and otherwise) which currently exist.
- Traffic and Transport issues are essential in bringing together the area to function as a whole. Rapid transit is key, together with reducing congestion and Bus corridor enhancements along the A38.
- Cribbs Causeway should be turned around to provide a recreational retail and cultural focus for the area complementary to, rather than competing with, the role of the existing local centres.
- Education is reflected in the need for a new secondary school at Bradley Stoke and greater emphasis on shared use of facilities by the community and improved provision of nursery places.
- Health services need to be improved, more accessible and better co-ordinated.
- Employment and Business should be better linked to residential areas. Small and medium sized businesses should be encouraged alongside the retention of existing employment opportunities.
- Development, Environment and Housing. Quality design, green spaces and access to the countryside should be encouraged, with new development respecting existing provision. Affordable housing should be encouraged in appropriate mixed high quality developments. The distinct character of existing villages and towns should be preserved.

4.5. Policy M1 of the South Gloucestershire Local Plan Adopted January 2006 (SGLP), which sets out the proposals for North Field, accords with Policy 2 of the Joint Replacement Structure Plan.

A major mixed use development is proposed on 74 ha at the North Field, Filton Aerodrome, Patchway, north of the runway, south east of Highwood Road, south of Callicroft Road and west of the A38 Gloucester Road, as defined on the proposals map. The development will comprise:

1. Approximately 2,200 dwellings in a mix of sizes and types, and provision for a range of local facilities including local shopping, health care, education and other community facilities.
2. Approximately 14 ha for local B1 (Business) uses, B2 (General Industry) uses and small scale B8 (Distribution) uses.

Development will be planned on a comprehensive basis, designed and phased to ensure maximum practical integration between the different uses within and adjoining the site and appropriate provision of ancillary facilities and supporting infrastructure and safeguard the existing commercial activities and authorised operation of the Aerodrome. In particular, provision will be made for:

- A comprehensive network of safe and convenient footpaths and cycleways linking all the uses and destinations beyond the site;
- A high standard of bus penetration and significantly improved orbital services linking to major employment destinations, the regional shopping centre and other transport interchanges in the North Fringe and services to central Bristol;
- An alternative through-road to Highwood Road linking the Cribbs Causeway Regional Shopping Centre with the A38 Gloucester Road.

The Policy requirement for Supplementary Planning Document

4.6. In order to ensure that the development is planned on a comprehensive basis, and in order to achieve high standards of design, the SGLP requires the preparation of a Supplementary Planning Document Guidance (SPD) for North Field. On the 2 January 2001 the Executive Member for Planning, Transportation and Strategic Environment approved a two-stage process for the preparation of SPD. The first stage of the process involved the preparation of a Concept Statement. The approved Concept Statement was then to form the basis for stage two, the preparation of a more detailed Development Brief.

4.7. In March 2001 the Council and the landowners jointly commissioned independent planning consultants to hold a consultation workshop involving a range of local stakeholders, and to then prepare a draft Concept Statement as a basis for wider public consultation. The day long workshop took place on the 2 May 2001 at a local venue. Some 50 stakeholders played an active part in the event, including representatives of:

- the landowners;
- local residents from Patchway and Filton;
- local councils;
- community associations;
- South Gloucestershire Council;
- First Group (bus operators);
- Sustrans;
- The Ramblers Association;
- Avon Wildlife Trust
- South Gloucestershire Primary Care Trust;
- Patchway High (Secondary) School; and
- Avon and Somerset Police.

4.8. The draft Concept Statement which emerged from the stakeholder workshop was submitted to the Council by the independent planning consultants in June 2001.

4.9. The Council then subjected the draft Concept Statement to an extensive public consultation exercise between June and September, including consultation with the Southern Brooks Area Forum. Towards the end of 2001 the Council considered the responses to the public consultation exercise and produced a revised Concept Statement in March 2002. The revised Concept Statement was then subjected to a second round of public consultation, again including consultation with the Southern Brooks Area Forum and the Area Committee. In the light of consultation responses the Council introduced a further series of modifications to the Concept Statement, and on the 5 November 2002 the Executive Member for Planning, Transportation and Strategic Environment approved it as the starting point for the preparation of a more detailed Development Brief.

4.10. The approved Concept Statement extends to two pages and is shown in Figures 2A and 2B.
North Field, Patchway Concept Statement

Figure 2A. The Approved Concept Statement (sheet 1 of 2)
North Field, Patchway Concept Statement

Purpose of this concept statement

This Concept Statement seeks to illustrate, in broad terms, how the various elements of development, set out in Policy M1 of the South Gloucestershire Local Plan might be accommodated on the North Field site. The Concept Statement will form the basis of a comprehensive Development Brief, and the concept itself is flexible enough to allow a detailed design to evolve at that stage.

Section 106 Requirements

In accordance with the provisions of Circular 1/93, the Council will expect the developers to enter into a Section 106 Agreement to ensure the provision of such infrastructure and facilities as are necessary to make the development acceptable in land use terms.

Sustainability Indicators

Resource Minimization

- High density core to minimise land take and maximise viability of public transport and local facilities.
- Close integration with existing services and facilities with high quality footpaths, cycleways and bus services, reducing the need for car use.
- Retention of woodland planting will make a small but positive contribution to a local carbon sink.
- The Council will promote layouts that enhance energy efficiency, in accordance with Policy D1 of the Local Plan.
- The Council will promote energy efficient building designs, again in accordance with Policy D1 of the Local Plan.
- The Council will expect developers to adhere to the Council’s emerging Supplementary Planning Guidance on waste management.

Local Distinctiveness

- The Council will expect to see this development achieve the step-change in design quality, required by National Planning Guidance and Policy D1 of the Local Plan.
- A clear sense of place for individual areas of housing, linked by common themes in the design, layout and the use of materials and detailing. A strong design framework for the layout of streets, squares and courtyards, defining the high density cores and integrating peripheral housing with adjoining developments.
- Higher density apartments and terraced houses grouped to enclosed spaces, to provide secure communal gardens and car parking with high levels of casual supervision.
- A well designed structure to open space, utilising the existing woodland, hedgerows, lanes and paths, which is accessible for recreational purposes and provides for pedestrian and cycle movement.

Access and Integration

- Pedestrian, cyclists and public transport given priority over cars throughout the layout. Network of high quality, safe and attractive footpaths to serve the local facilities and provide “safe routes to school”. All additional Secondary School places shall be provided at Patchway High School, and the development should provide safe routes from the site to Patchway High School.
- Highwood Road closed to through traffic, with the exception of buses and the LRT, enabling new cross connections to integrate movements between the existing settlement and the new development.
- The new development presents an opportunity to strengthen the physical links between Patchway and Giffnock Causeway.
- Access routes to integrate with the structure of the surrounding settlement and the existing structure of environmental assets on the site.

Opportunity and Equity

- Space for live/work units or spaces for local shops and services on the ground floors of units in the town square and on the main street looking over the Memorial Gardens.
- Emphasis on non-car based access to local facilities and improved bus services.
- Enhancement of facilities in the area including schools, local health facilities, local shops, employment, sport and recreation.
- A substantial proportion of affordable housing and apartments to meet local housing needs in good quality accommodation. The affordable housing integrated into the wider development, close to facilities to enable access on foot, and with easy access to high quality open space for formal and informal recreation.
- The Council will expect the development to conform to the Council’s emerging Supplementary Planning Guidance on affordable housing.

Security

- The development should provide safe places for people to live, work and engage in leisure pursuits.
- The Council will expect the development to conform to the Council’s emerging Supplementary Planning Guidance on ‘Personal Safety and Security of Property’.

Development Principles

- The Council will expect the development to achieve a high standard of bus penetration through the site, and significantly improved orbital services linking to major employment destinations, the regional shopping centre and other transport interchanges in the north fringe, and also services to central Bristol. A comprehensive TAZ will be required.
- All buildings should be designed to promote local distinctiveness.
- The development presents an opportunity to create an enhanced Patchway town centre which would serve both the existing settlement and the new development. The design should concentrate all new and upgraded community uses (with the exception of the new Primary School) around the enhanced town centre. The enhanced town centre will be the subject of a related master planning exercise.
- Existing woodland and hedges in and around the site are protected, reinforced and extended to create a network of planting to sub-divide the development and prevent it from appearing as a large single mass of new housing. Existing planting forms the basis of a new open space structure with a variety of spaces and recreational opportunities to meet the needs of all residents, especially those living in higher density apartments. Formal planting and play facilities will be provided at Patchway High School.
- Direct and convenient paths for pedestrians take priority over vehicle routes, speeds restricted to 20 mph, varied surface materials and appropriate planting design to create streets as places. Close integration between housing, employment and other facilities within the development and in adjoining areas, with the emphasis on pedestrian links, cycling and public transport.
- New footpaths and cycle ways create a network of non-vehicle routes through the development and into the surrounding areas. Walking and cycling to work and for recreation is encouraged, using these informal routes through the woodland and open space areas. Community facilities in a central location on the open space network with easy and safe access on foot and bicycle.
- The relief road is kept to the southern edge of the site with limited access into the housing areas. Sites for employment between the road and the airfield provide an opportunity for architectural excellence with imaginative design. There are opportunities for landmark buildings at the aerodrome museum and the employment sites overlooking the roundabouts at the end of the relief road. Protective planting is required along the link road as a buffer to the housing areas.
- A wide range of accommodation with an emphasis on affordable, smaller sized units, many with shared garden space, and with easy access to shops, community facilities and employment.
- High density core area: three and four storey apartments and terraces along a main pedestrian boulevard and nearby streets give a clear structure to the street pattern with landscaped buildings, tree-planting and distinctive street and kerb treatment at adding to legibility and safety. This is an opportunity for innovative modern design, but apartment areas should be modelled on larger scale developments with significant blocks towards the northern edge of the site.
- Other higher density areas provided by groups of garden apartments and terraced houses in a formal layout, most with shared gardens.
- Medium density housing areas are sub-divided by strategic planting based on existing woodland and hedges. Detailed designs should ensure that each ‘hamlet’ has its own character and identity.
- Sustainable drainage system to be secured in accordance with Policy L17A of the Local Plan.
- The layout shall be designed around a robust landscape infrastructure.
- The Council will seek to secure the provision of PSS in accordance with NPPF standards.
- The Council will seek to secure the provision of Public Art within the design of key buildings and spaces.

Sheet 2 of 2
5. **CONSULTATION**

5.1. The Brief will be subject to a wide-ranging public consultation exercise and amended where necessary in the light of consultation replies. It will then be adopted by SGC and will have the status of a Supplementary Planning Document (SPD). [details of the consultation exercise will be included in the adopted draft of the Brief].

5.2. As part of the public consultation exercise SGC will seek views on the emerging Development Brief from:

- Charlton Hays Patchway
- Gypsies of the Hogwood Lane, Patchway Site
- Local Councils – Stoke Gifford, Bradley Stoke, Filton, Patchway and Almondsbury
- Patchway Town Centre and Patchway Associations
- The wider community (eg participants in the concept statement workshop event)
- All Executive and ward members of SGC
- Landowners/Operators at the Mall and Cribbs Causeway
- Landowner of the North Field site
- Developer of the North Field site
- Exhibition for member of the Southern Brooks Area Forum
- The Government Office for the South West
- The South West Regional Development Agency
- Neighbouring local authorities
- The Highways Agency
- The Environment Agency
- Natural England
- English Heritage
- The Countryside Agency
- West of England Partnership
- Relevant statutory undertakers
- South Gloucestershire Chamber of Commerce
- The South Gloucestershire Primary Care Trust
- First Group
- Avon Wildlife Trust
- Sustrans
- The Ramblers
- Local Agenda 21 Group
- SGC Departments