

South Gloucestershire Core Strategy



New Neighbourhoods Delivery Statement

Cribbs/Patchway Update December 2011

This delivery statement has been updated in the light of amendments to policy CS26, which have been necessary in response to questions raised by the Inspector and change in the status of Filton Airfield.

Cribbs/ Patchway

The Location

1. This area is located within the west of the Bristol North Fringe, adjacent to the cluster of regionally important aerospace industries that makes this an area of strong economic activity. The wider area contains residential communities within both the administrative boundaries of South Gloucestershire (Patchway and Filton), and Bristol City Council (Henbury, Brentry and Southmead).
2. It is adjacent to Junctions 17 of the M5, from which the A4018 leads into the centre of Bristol. It is also close to both Junction 16, from which the A38 also leads into the centre of Bristol, and Junction 15, the Almondsbury interchange with the M4. It is bounded to the south by the Avonmouth freight railway line.
3. The area contains a number of strategic land uses. There is a cluster of aerospace industries around this part of the A38 including Airbus, Rolls Royce, and GKN. Filton Airfield, within the allocation, is owned and operated by BAE Systems, and is currently used by Airbus, the Great Western Air Ambulance Charity, The Police Air Operations unit, and local flight schools. Cribbs Causeway is an out-of-town shopping area including; The Mall regional shopping centre, Cribbs Causeway retail park, free standing foodstores and a hypermarket. Patchway Trading Estate is a long-standing warehouse and distribution park separating Cribbs Causeway area from the adjacent residential community.
4. Notwithstanding these large-scale land uses, the area also contains significant landscape features. The Henbury Trym river runs through the west of the site via a surface reservoir before heading south into the Bristol City administrative area. Haw Wood, an area of ancient woodland, lies adjacent to the M5 on a prominent ridgeline. The area to the south of the airfield runway (western end) comprises open pasture land. Charlton Common and small areas of common land on Fishpool Hill are remnants of a common associated with Charlton village that was demolished to make way for the airfield in the 1940s.
5. The strategic allocation measures approximately 460 hectares.

Vision

6. To support the Core Strategy the Plan's vision for Cribbs/ Patchway has been developed with the input of our communities, civic leaders and partners. The vision is:

In 2026 the Cribbs/ Patchway area is home to the world leaders in advanced engineering and aerospace industries. As a whole this area accommodates the bulk of the workforce for local employment in north fringe, forging strong and lasting links with major employers whilst encouraging new and diverse local employment opportunities.

Cribbs Causeway has become a focal point for the surrounding communities in the north fringe and is an easily accessible, vibrant and diverse location to meet, shop, play, learn, enjoy arts, sports and recreation.

The communities of Patchway and Charlton Hayes are focussed around a vibrant centre at Rodway Road incorporating community facilities and local shops. Local centres at New Charlton and Haw Wood have emerged to play an integral role in the provision of well used and diverse community facilities. All have access to large, green, open spaces, clean streets, an excellent transport network and quality, affordable homes. All have strong links with the aerospace industries that are

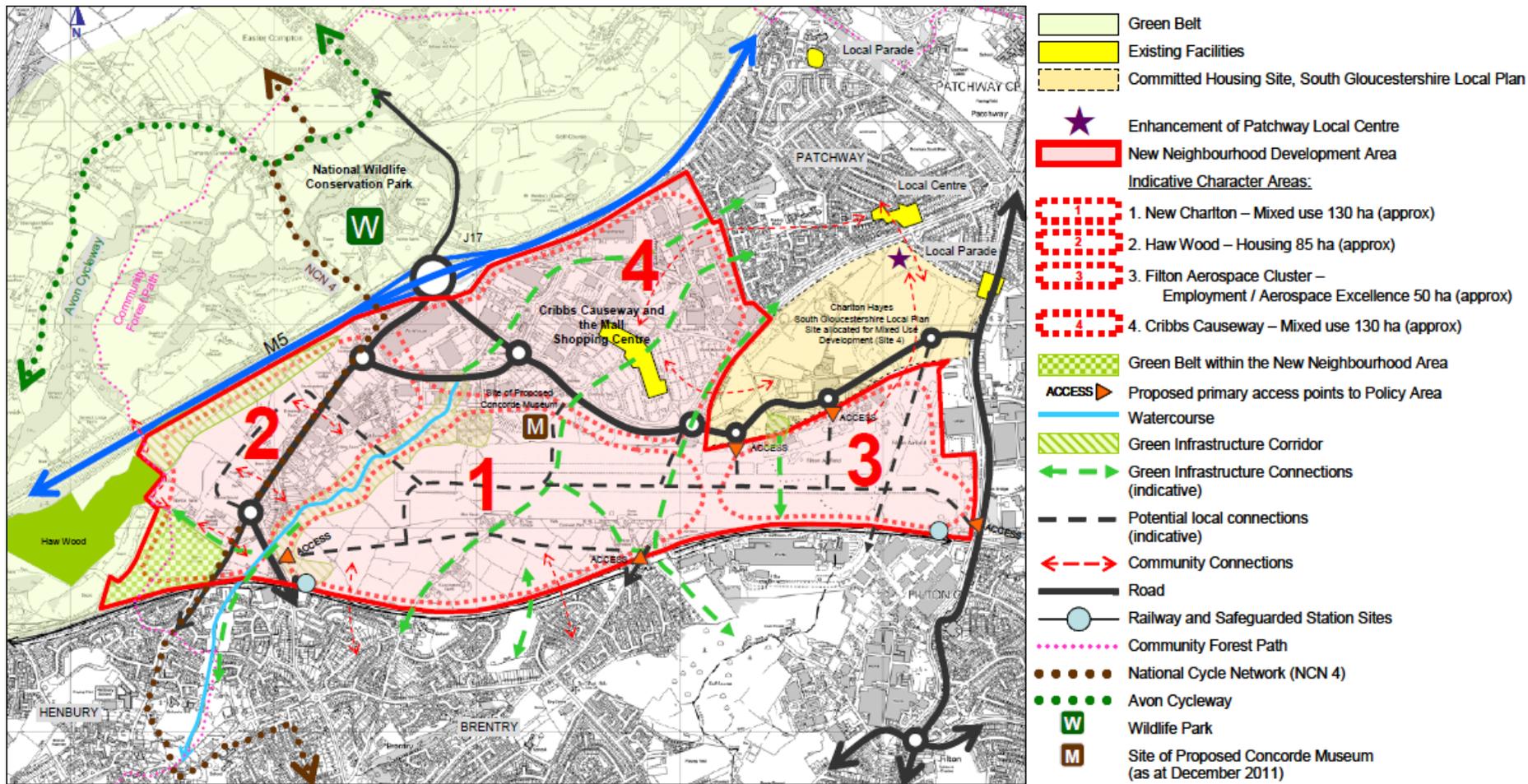
reinforced through local education, community learning and awareness of local heritage.

The Strategic Objectives

7. To support the vision the Core Strategy has identified a number of strategic objectives. Policy CS26 expresses, in policy framework terms, those objectives as follows:
 - i. Secure the transformation of Cribbs Causeway into a sustainable mixed use area and focus for residential development in the wider area;
 - ii. Secure the continued investment and focus of the area as a centre of excellence for the aerospace sector;
 - iii. Promote the social and physical regeneration of the wider area through the substantial improvement of movement corridors, community infrastructure and public open space, and provision of a high quality built environment and public realm that is coherent, legible and integrated.

8. In order to achieve this Policy CS26 sets out the requirement for distinct but linked communities, including the provision of approximately 5,700 dwellings, around 50ha of employment land, commercial uses commensurate with the long-term vision to turn Cribbs Causeway into a functioning centre, and significant green infrastructure linking this part of the Bristol north fringe with the rest of Bristol City and Severn Vale (see key diagram over page).

Policy CS26 Figure 6 Cribbs/ Patchway New Neighbourhood Framework Diagram



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Identification of site constraints

Key figures:

Gross development Area	c. 460 ha
Flood Risk Zones 2 and 3	c. 14 ha
Underground oil storage/ safety zone	c. 13 ha

Strategic Issues (risks/ contingencies discussed below)

Land Assembly/ comprehensive development

9. This area is in multiple ownerships. The more significant landowners have indicated a willingness to work with the Council to comprehensively plan the whole area. The Council is continuing to discuss comprehensive proposals with other land holders in the area.
10. Policy CS27 sets out the requirement for development to be planned on a comprehensive basis, designed and phased to ensure maximum practical integration between the different uses and provision of ancillary facilities and supporting infrastructure.

Strategic Sewer network

11. The full development proposals will require the delivery of strategic sewerage infrastructure. Wessex Water are completing a strategic appraisal for the north Bristol area to determine the impact of predicted growth on the public sewer system. The results of the study are likely to be completed by the end of 2012 and will begin to establish local requirements for this area.

Movement

12. Travel patterns across the wider north fringe are complex, driven by the number of significant destinations and large-scale single land uses. The key opportunities of development in this area comprise: dramatically improving connections for sustainable modes of travel across Filton airfield; ensuring all uses are within close proximity to high quality public transport services, and; maximising funding contributions across the whole area.
13. Detailed proposals will need to address these opportunities across a hierarchy of solutions comprising: first aiming to reduce the need to travel; then promoting and improving alternatives to the car, and finally considering highway improvements. Detailed options for consideration are set out in Appendix A.

Green Infrastructure

14. The provision of open space across the north fringe of the Bristol urban area needs specific consideration. The Council's Open Space Audit (2010) identified shortfalls across the north fringe in provision for children and young people, allotments and public outdoor sports facilities.
15. The provision of informal recreational open space currently just exceeds the minimum standard, but there are few sites within the accessible standard (set out in Core Strategy policy CS24). The minimum standard for natural/ semi-natural green space was met, but largely through existing provision on the east side of the area (Three Brooks Nature Reserve, the 40 Acre site and Stoke Park) which are significantly beyond the accessibility standards for Cribbs/ Patchway residents.
16. The audit further recognises that residents only have limited access points to the wider countryside as the motorway network acts as a barrier. This raises the

importance of these access points and sets the context and challenge of planning new developments in this area, in respect of public open space. Detailed options for consideration are set out in Appendix B.

Social infrastructure

17. The Cribbs/ Patchway area is adjacent to two priority neighbourhoods (Filton and Patchway) and established pockets of housing at Catbrain Lane and Passage Road. There is a general lack of adequate and sufficient community facilities in the area, which is exacerbated by the poor accessibility and connectivity in the wider area. Recent experience of large-scale developments have highlighted the challenges surrounding early provision of adequate community infrastructure, which proposals will need to appropriately address. Detailed options for consideration are set out in Appendix C.

Diagram C Cribbs/ Patchway Risk Assessment

POTENTIAL RISK	LEVEL OF RISK	CONTINGENCY/ MITIGATION
Failure to assemble land		
<ul style="list-style-type: none"> - Landowners unwilling to work with each other/ developers. - Conflict over scale/ equalisation of contribution to infrastructure - Piecemeal applications/ development build out - Lack of agreement to broad masterplan principles and timetable for development 	High	<ul style="list-style-type: none"> - Preferred approach is land assembly through negotiation. - Equalisation Agreement between developers/ LPA held fund for contributions to infrastructure requirements where responsibility shared - Careful consideration of phasing to tie in with land holding requirements/ provision of any additional infrastructure. - Ensure agreement to, and conformity with Concept Statement/ masterplan SPD
Strategic Sewer Capacity		
<ul style="list-style-type: none"> - Wessex Water unable to provide increased capacity within timeframe 	Medium	<ul style="list-style-type: none"> - Options exist to accommodate some development on existing system - Sources of funding for strategic improvement to existing capacity delivered through developer contributions (impact on viability)
Access and movement		
<ul style="list-style-type: none"> - Lack of proper integration of movement exacerbating existing travel patterns into and around north fringe 	High	<ul style="list-style-type: none"> - Masterplan SPD and detailed proposals to follow and contribute to a hierarchy of solutions (set out above) - See appendix A for detailed options

Green Infrastructure		
- Green infrastructure provided in a piecemeal and isolated approach that does not address the full needs of existing and new communities	Medium	- Masterplan SPD to set out open space/ public realm strategy - Careful consideration of phasing to tie in with land holding requirements/ provision of any additional infrastructure. - See appendix B for detailed options
Social infrastructure		
- Adequate community infrastructure not provided early enough in development - new communities become isolated, and are forced to travel to reach facilities thus contributing to congestion.	High	- Masterplan SPD to set out strategy for provision and location of key infrastructure - Careful consideration of phasing to tie in with land holding requirements/ provision of any additional infrastructure. - See appendix C for detailed options

Delivery

18. The Council is engaged with its main development partners with the aim of creating a masterplan, to be adopted as Supplementary Planning document, to facilitate the deliver of proposals.
19. The delivery of the masterplan will require development partners to work collaboratively, and the Council is proactively securing and sustaining this collaborative approach. The Council will coordinate the activities of major landowners in order to avoid piecemeal proposals that would jeopardise comprehensive delivery.
20. The Masterplan will be progressed in conjunction with the local community through design workshops and consultation in accordance with the Statement of Community Involvement, and also in association with the development partners through design team meetings with the LPA. The broad timetable for its production and development is as follows:
 - Strategic allocation not constrained by timetable for delivery
 - Masterplanning to inform production of Masterplan 2012
 - Adoption of Masterplan as SPD 2012

Sustainability Appraisals

21. The Council has undertaken Sustainability Appraisals, contained in separate documents.

Viability Testing

22. It is anticipated that initial viability testing will take place during the preparation of the development brief. This will ensure that any viability issues that may affect delivery of

the site are identified early in the programme and steps can be taken by the LPA and development partner to address viability.

Monitoring Programme

23. The anticipated programme for delivery of objectives for this area is set out above. The LPA has set out a programme for the delivery of its work in conjunction with development partners and progress on the milestones within the programme will be monitored at the regular design team meetings between the LPA and development partners.
24. The Annual Monitoring Report will set out the progress on the planning permission, identify completed housing numbers and act as a further monitoring tool in the delivery of the site.

Conclusion

25. There are specific strategic infrastructural requirements to bring forward on this site. The approach to the delivery of these requirements is set out above and in the IDP. The site will also generate its own set of needs that can be dealt with through the normal planning processes.
26. The work undertaken to date by the LPA and the delivery partners has demonstrated that this strategic allocation comprising the constituent individual sites are available and capable of being delivered within the projected timeframe set out within the Core Strategy.

APPENDIX A

Options for movement infrastructure

Detailed proposals will need to address these opportunities across a hierarchy of solutions to encourage and ensure sustainable travel across the north fringe, not just in and around the strategic allocation. The hierarchy is set out as follows:

Hierarchy	Potential solution	Potential delivery options	Comment	
1. Reduce the need to travel	<ul style="list-style-type: none"> Maximise opportunities for people to work remotely 	<ul style="list-style-type: none"> Appropriate house design incorporating home office 	<ul style="list-style-type: none"> Potential to incorporate into Masterplan SPD 	
		<ul style="list-style-type: none"> Quality/ availability of internet broadband 	<ul style="list-style-type: none"> Link to SGC initiative for high-speed broadband across north fringe 	
		<ul style="list-style-type: none"> 'Office hubs'/ mix of uses as part of local centres 	<ul style="list-style-type: none"> Potential to incorporate into Masterplan SPD 	
	<ul style="list-style-type: none"> Reduce the need for business travel 	<ul style="list-style-type: none"> Matching employment opportunities within north fringe to homes/ socio-economic profile of the area 	<ul style="list-style-type: none"> Need for ongoing review/ liaison with 	
		<ul style="list-style-type: none"> Masterplanning – “the right kind of homes for the right kind of jobs” 	<ul style="list-style-type: none"> Private sector through applications – type of employment provision/ liaison with aerospace sector of long-term requirements 	
			<ul style="list-style-type: none"> Flexibility in planning process to accommodate changes in dwelling type over lifetime of development 	<ul style="list-style-type: none"> Potential to incorporate into Masterplan SPD/ Need for ongoing liaison with development partners
		<ul style="list-style-type: none"> Ensure early provision of facilities and services within neighbourhoods 	<ul style="list-style-type: none"> See below – appropriate phasing through planning process and S106/ CIL contributions 	
2. Promote and improve alternatives to the car	<ul style="list-style-type: none"> Maximise opportunities to walk and cycle for local journeys 	<ul style="list-style-type: none"> Public realm strategy comprising improvements to accessibility, 	<ul style="list-style-type: none"> Potential to incorporate into Masterplan SPD 	

		permeability, and legibility of existing and new routes	
		<ul style="list-style-type: none"> Reduce severance caused by A38 and A4018 - encourage movement along and across by pedestrians and cyclists 	
		<ul style="list-style-type: none"> Tackle severance caused by railway lines 	
	<ul style="list-style-type: none"> Improve attractiveness and accessibility of public transport 	<ul style="list-style-type: none"> Extend North Fringe- Hengrove package to serve development area 	<ul style="list-style-type: none"> Need for ongoing liaison with bus companies
		<ul style="list-style-type: none"> Dedicated bus access to A38/ A4018 	
		<ul style="list-style-type: none"> Review location of Cribbs Causeway bus station to improve access to/ from 	
		<ul style="list-style-type: none"> Improve links for active modes to surrounding railway stations 	<ul style="list-style-type: none"> SGC rail study/
		<ul style="list-style-type: none"> Investigate potential for passenger rail on Avonmouth railway line 	<ul style="list-style-type: none"> Investigate potential for contribution from "Growing Places Funding"
3. Highways improvements	<ul style="list-style-type: none"> Address residual highway capacity problems 	<ul style="list-style-type: none"> Investigate potential for increased capacity at Air Balloon roundabout, Filton Avenue, Crow Lane roundabout 	

APPENDIX B

Green infrastructure

The overall structure of open space across the Cribbs/ Patchway area should:

- i. Recreate/ reinforce historical associations – for example ridgelines, valleys, woodlands and hedgerows
- ii. Serve to link communities across the wider area;
- iii. Be multi-functional pieces of infrastructure; i.e. provide ecological, social, economic and cultural benefits.

Strategic Green Infrastructure	Role/ function	Potential delivery options	Management/ maintenance options
Henbury Trym recreational route	<ul style="list-style-type: none"> ▪ Strategic pedestrian/ cycle route linking Henbury with Cribbs Causeway; ▪ Incorporation of incidental amenity space; ▪ Enhanced biodiversity/ ecological value; ▪ Role in strategic flood risk management; ▪ Change in character and function between south of Cribbs reservoir (amenity/ recreational) and north of reservoir/ Lysander Road (long term relationship with adjacent uses?) 	<ul style="list-style-type: none"> ▪ Broad principles to be developed through masterplan SPD; ▪ Private sector through applications – land provision + financial contributions 	<ul style="list-style-type: none"> ▪ Review management programme from Cribbs Causeway developments ▪ S106 contributions ▪ Investigate potential for external funding; ▪ Liaise with Environment Agency re: Cribbs reservoir maintenance; ▪ Liaise with Bristol City Council re: strategic linkages in line with West of England Strategic Framework
Highwood Road linear park extension	<ul style="list-style-type: none"> ▪ Strategic pedestrian/ cycle and public transport route, linking Brentry with Cribbs causeway and A38; ▪ Incidental amenity space; ▪ Strategic landscape function to terminate views from A38/ A4018; ▪ Opportunity for variety of uses e.g. allotments/ community orchard 	<ul style="list-style-type: none"> ▪ Broad principles to be developed through masterplan SPD; ▪ Private sector through applications – land provision + financial contributions 	<ul style="list-style-type: none"> ▪ Review management/ maintenance arrangements from Charlton Hayes; ▪ Liaise with Patchway Town Council over long term management? ▪ S106 contributions ▪ Investigate potential for external funding; ▪ Investigate potential for

			community uses, and external funding sources community trust <ul style="list-style-type: none"> ▪ Liaise with Bristol City Council re: strategic linkages in line with West of England Strategic Framework
Haw Wood/ Haw Wood extension	<ul style="list-style-type: none"> ▪ Strategic landscape function – reinforce ridgeline in long distance views; ▪ Buffer area from M5 (visual and noise intrusion) 	<ul style="list-style-type: none"> ▪ Broad principles to be developed through masterplan SPD; ▪ Private sector through applications – land provision + financial contributions 	<ul style="list-style-type: none"> ▪ Review management/ maintenance arrangements at Haw Wood ▪ Liaise with Almondsbury Parish Council over long term management ▪ S106 contributions ▪ Investigate potential for community uses, and external funding sources community trust
Destination Park/ dual use	<ul style="list-style-type: none"> ▪ Formal park/ sports pitches/ large play area/ café toilet block etc ▪ To serve residential development, visitors/ workers at Cribbs Causeway and aerospace sector, visitors to tourist/ cultural attractions (e.g. Concorde Museum) and wider north fringe of Bristol 	<ul style="list-style-type: none"> ▪ Broad principles to be developed through masterplan SPD ▪ Utilise financial contributions from early phases of development to pump prime and provide early ▪ Private sector through applications – land provision + financial contributions 	<ul style="list-style-type: none"> ▪ S106 contributions

APPENDIX C

Social infrastructure

The delivery of community infrastructure (including dedicated community centres, libraries, public open space, health and education services) will need to occur in early development phases to provide sufficient opportunities for healthy activities and community interaction early in the development of the new community, and integration with surrounding neighbourhoods. Innovative ways of ensuring early provision, either permanently or in temporary accommodation prior to the creation of permanent facilities, will be encouraged. Community facilities should be located in close proximity to and support strategic green infrastructure and movement strategies, in order to help achieve the provision strategic objectives identified in policy CS26.

Strategic options	Role/ function	Potential delivery options	Comments
Concorde Museum	<ul style="list-style-type: none"> ▪ Potential for co-location and/ or dual use with school(s), community learning facilities and library; ▪ Potential for community links with local schools 	<ul style="list-style-type: none"> ▪ Broad principles to be developed through masterplan SPD; ▪ Investigate potential with Concorde Trust for Heritage Lottery Fund bid; ▪ Private sector through applications – land provision + financial contributions 	<ul style="list-style-type: none"> ▪ Close liaison needed with Concorde Trust
Dual use of primary and secondary school facilities	<ul style="list-style-type: none"> ▪ Provision of dedicated community centre and/ or other facilities 	<ul style="list-style-type: none"> ▪ Broad principles to be developed through masterplan SPD; ▪ Private sector through applications – land provision + financial contributions; ▪ Options for temporary or permanent provision 	<ul style="list-style-type: none"> ▪ E.g. Temporary provision within school until occupation, then move to dedicated centre/ permanent location
Great Western Air Ambulance Charity/ Police Air Operations Unit	<ul style="list-style-type: none"> ▪ Potential for community links with local schools, community learning and adult education ▪ Potential for external funding to support community/ adult learning 	<ul style="list-style-type: none"> ▪ Broad principles to be developed through masterplan SPD; ▪ Private sector through applications – land provision + financial contributions; ▪ Investigate potential for external funding 	<ul style="list-style-type: none"> ▪ E.g. Cornwall Air Ambulance Charity recent success in securing external funding to create community/ adult learning facility
Indoor Sports Facility	<ul style="list-style-type: none"> ▪ Provision of additional indoor 	<ul style="list-style-type: none"> ▪ Broad principles to be developed 	<ul style="list-style-type: none"> ▪ Managed to allow affordable

	<p>sports facilities to meet need arising from existing and new residents, and employment generating uses</p> <ul style="list-style-type: none"> ▪ Focus on physical activity and community uses 	<p>through masterplan SPD;</p> <ul style="list-style-type: none"> ▪ Private sector through applications – land provision + financial contributions; 	<p>use facilities by local people on a casual basis (i.e. 'pay as you go')</p>
Listed hangars	<ul style="list-style-type: none"> ▪ Creative reuse of listed and locally listed buildings for community use/ community learning 	<ul style="list-style-type: none"> ▪ Broad principles to be developed through masterplan SPD; ▪ Private sector through applications – land provision + financial contributions; 	<ul style="list-style-type: none"> ▪ Dependent on masterplanning and long-term location of Concorde Museum (above)

Appendix D Council Background Documents

Sustainable Communities Strategy 2008
Statement of Community Involvement (SCI) 2008
Sustainability Appraisal Scoping Report & Framework 2008

Strategic Flood Risk Assessment Level 1 & 2

Joint Local Transport Plan & JLTP Delivery report 2006

Potential for Renewable and Low Carbon Energy in South Gloucestershire

Employment and Non residential Land Availability Review
Employment Land Review Stages 1, 2 & 3

West of England Strategic Housing Market Assessment
Residential Land Availability Survey 2009 & 2010
Strategic Housing Land Availability Assessment

Open Space Audit 2010

Core Strategy Issues and Options Consultation and responses
Core Strategy Issues and Options Community Profiles
Core Strategy Issues and Options Initial Sustainability Appraisals