

Appendix F

- 12.12 Policy CS5 (Location of Development) identifies land in the Cribbs Causeway, Patchway and Filton area as having the potential to accommodate approximately 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

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

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

- social and physical regeneration through the substantial improvement of community infrastructure, public open space, access and movement, and the provision of a high quality built environment and public realm that is comprehensive and integrated (areas 1-5 on Figure 6);**
- the continued investment and focus of the area as a centre of excellence for the aerospace sector (character area 3 on Figure 6), including upgrading the quality of the local environment and range of services and facilities;**
- ~~the transformation of Cribbs Causeway (character area 4 on Figure 6) into a sustainable mixed use centre, including retail growth as set out in Policy CS14A (area 5 on the Policies Map), highly accessible by sustainable modes of travel;~~**
- 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 Trypt, in accordance with Policies CS2 and CS24;
- The Cribbs/Patchway New Neighbourhood Transport Package (see Policy CS7);
- A waste transfer and recycling facility;
- The potential provision of pitches for Gypsies and Travellers;
- Extra Care Housing dwellings in no more than 3 separate schemes; and
- High quality employment opportunities

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

- 12.13 The New Neighbourhood comprises land bounded by the railway line, the M5 motorway, the existing residential community of Patchway and emerging community of Charlton Hayes, and the A38.
- 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, ~~focussed around an enhanced centre at Cribbs Causeway~~, secure further investment in and 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.
- 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.
- 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.
- 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.
- 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.
- 12.19 Development at Cribbs Causeway will address the poor physical and spatial legacy of out-of-town retailing and large-scale warehousing in the area, in particular the traffic-dominated movement patterns, isolated land parcels, lack of diversity of use, and the lack of legibility and cohesion to spaces and built form. The objectives within the area are to provide a focus of development on new sites and through the redevelopment of existing sites that reinforces cohesion and provides activity to streets and spaces, to promote pedestrian and cycle movement around and through the area, and achieves within the area a balanced mix of uses, spaces and built form commensurate with a town centre.

Delivery

- 12.20 The development will be delivered by the private sector through the development management process. Given the 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 development. 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 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.
- 12.21 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 to DfT and local contribution.