

East of Harry Stoke New Neighbourhood Development Framework SPD

Adoption Draft

January 2016



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1.0 Introduction & Background

1.01 In January 2013 the Council endorsed the principles of a draft Development Framework for the East of Harry Stoke New Neighbourhood.

1.02 This document is an updated version of the Development Framework and, having been the subject of further consultation, will be considered for formal adoption to provide guidance informing adopted and emerging development plan policies. As a supplementary planning document (SPD) it will amplify the policies set out in the South Gloucestershire Core Strategy and will be a Material Consideration when determining planning applications.

1.1 New Neighbourhood Vision

1.11 The proposed New Neighbourhood at East of Harry Stoke provides an exciting opportunity to build a new community that enhances the urban edge of north east Bristol and enriches the landscape gateway to Bristol . The new neighbourhood is part of the Council's strategic housing provision that, by 2027, will provide approximately 2000 new homes together with a range of community services and facilities to support the new residents and in doing so will extend these benefits to the wider community in north east Bristol.

1.12 The main requirements for the new neighbourhood are set out in Policy CS27 of the Adopted Core Strategy. This sustainable development will draw together the many strands of placemaking to establish

- A significant part of the Council's strategic housing provision
- A strong new landscape framework for the area that brings a clear identity to the natural environment within the site and creates a lasting contribution to the wider green infrastructure network
- A well integrated movement and access framework that emphasises sustainable transport solutions and creates walkable neighbourhoods that are safe, convenient and attractive to use
- A lively, healthy and happy community with its own sense of identity that is well integrated with the surrounding communities.
- A distinctive and high quality public realm that provides a network of open spaces, parks, squares and pedestrian friendly streets
- Architecture that creates a strong sense of place, supports local distinctiveness and that achieves sustainable forms of development. Innovative forms of architecture are also welcomed.
- Recognition of the history and individual character of the local area

The requirements for the new neighbourhood are set out in the Development Plan and specifically Policy CS27 of the Core Strategy (see Appendix A). Above all, the proposed development will make the East of Harry Stoke a place where people will enjoy living, that is well-planned and that is capable of adapting over time to meet the future needs of its residents – creating a lasting legacy that we can be proud of.

The land south of the A4174 is not allocated for development, however this area may provide opportunities to locate open space and associated facilities that comply with Green Belt Policy.

1.2 Strategic Delivery Issues

Comprehensive and co-ordinated development and delivery of infrastructure

1.21 The site is in multiple land ownerships. Policy CS27 sets out the requirement for comprehensive planning and delivery of the new neighbourhood to ensure full integration between land uses and the provision of facilities and supporting infrastructure to serve the new neighbourhood.

Movement

1.22 Travel patterns across the North Fringe of Bristol and around the City of Bristol are complex, driven by the number of significant destinations and the patterns of commuting. The provision of the Council sponsored Stoke Gifford Transport Link and the wider benefits of the North Fringe to Hengrove Package will assist in alleviating the congestion on the wider transport network and improve connectivity across this area. However there remains the need for:-

- Co-ordinated masterplanning to ensure new development is properly integrated into the surrounding urban area and that barriers to integration are minimised.
- Provision of and access to excellent sustainable transport networks
- Facilitate access between land parcels to secure an integrated movement network across the site
- Securing CIL compliant funding contributions to deliver both the strategic Stoke Gifford Transport Link and the East of Harry Stoke package of transport measures outlined in the Core Strategy Policy CS7.

Green Infrastructure

1.23 The Council's Open Space Audit 2010 identified shortfalls in all forms of open space in the East of Harry Stoke area. The network of footpaths are well used for informal recreational purposes. The ridgelines and prominent hillsides, north and south of the railway line Play a significant role in the wider landscape as part of the strategic green infrastructure. The green corridor along the motorways contributes to the green entrance

to the City of Bristol. The development will need to establish a strong landscape framework including a network of open spaces to mitigate any impacts on these assets.

Social Infrastructure

There is a shortfall of primary education facilities and community infrastructure across the wider Stoke Gifford Area. This is exacerbated by the challenges to connectivity caused by the strategic highway and rail network and large scale land uses.

Environmental Health

There are challenges to offsetting the impacts of noise, poor air quality and areas of contaminated land within the new neighbourhood. The proximity of the strategic road network including the M4, M32 and the A4174 presents design and mitigation challenges for the development.

Utilities Infrastructure

The site contains high voltage power lines and a high pressure gas main. These corridors currently impact on how the land may be developed and may require solutions to their long term location within the housing development.

The sewerage system may require additional capacity to mitigate the impacts of development on the Frome Valley Sewer.

The pressure for additional waste sorting and re-cycling facilities will increase as the planned growth in South Gloucestershire is delivered. It is proposed to replace the Stoke Gifford SORT IT centre with a combined SORT IT and waste transfer station in the North Fringe and the Council may seek contributions to this facility from new development .

1.3 Purpose of the Document

1.31 This document provides further guidance to amplify Core Strategy Policy CS27 East of Harry Stoke New Neighbourhood, and to assist in making development management decisions. It establishes a flexible vision and broad principles for development that amplify the policies of the Core Strategy in order that developers and members of the public understand the requirements to deliver comprehensively planned and designed development across the new community.

1.32 Development proposals will be required to demonstrate that they are in accordance with Core Strategy Policy CS27 and the guidance contained in the SPD. The Council will expect applications to demonstrate how the proposals do not prejudice the delivery of other parts of the new neighbourhood.

Applications that are not able to demonstrate how comprehensive development will be achieved will be refused planning permission.

1.33 Further guidance on implementation and delivery is contained in section 4 and the infrastructure requirements for the East of Harry Stoke New Neighbourhood are set out in Appendix B.

1.34 The SPD contains an illustrative master plan which indicates one way of designing the site. Other masterplans brought forward through the planning process may be equally acceptable, providing they are capable of demonstrating they are compliant with Policy CS27, with particular regard to meeting the requirements of comprehensive development and infrastructure delivery.

1.4 Process and Programme for Adoption

1.41 The Supplementary Planning Document (SPD) has been prepared to amplify and provide further guidance in support of the policies of the South Gloucestershire Local Plan: Core Strategy 2006-2027 (Adopted December 2013) and should be read in conjunction with that document.

Publication of the draft SPD is supported by

- A Statement of Consultation
- A Sustainability Appraisal
- An Equalities Assessment

1.42 This stage of the planning process provides the formal consultation required for draft Supplementary planning Documents (SPD) in line with Statutory planning requirements, as set out in National Legislation and the Council's Statement of Community Involvement (SCI). For more information on the SCI see www.southglos.gov.uk/corestrategy

1.43 The Council will consider the responses it receives from the formal consultation process. If any significant adjustments are made, resulting in material changes to the document, a further period of consultation may be required.

1.44 Once the statutory consultation process is complete, the Council will then move to adopt the SPD. The Council will advertise its decision to adopt the SPD and place it, together with the relevant supporting documentation, on the Council's website, in local libraries and in Council One Stop shops for a period of three months. The regulations relating to the adoption of Supplementary Planning Documents can be found at www.legislation.gov.uk

1.45 This document will be a material consideration in any planning decisions made by the Council and will gain in weight as it moves through the consultation process to adoption.

1.5 Public Consultation

1.51 Many people and organisations have an interest in the development of the new neighbourhood East of Harry Stoke. Public consultation is an integral part of putting together and adopting a Supplementary Planning Document.

1.52 The Council is required to set out in a separate Statement of Community Involvement (SCI for short) how it intends to involve the wider community in the preparation of plans and policy documents and in planning application decisions. The Statement of Community Involvement is a Local Development Document within the overall Local Development Framework and is available to view on the Council's website at www.southglos.gov.uk/corestrategy

1.53 When consulting upon an SPD, the Council is required to provide a Consultation Statement that describes the consultation that has taken place and indicated how it has taken account of the consultation outcomes in framing its policy documents. The Consultation is carried out in accordance with the Council's Statement of Community Involvement. The Consultation Statement is available for comment and can be found at www.southglos.gov.uk/eastofharrystokeSPD.

1.54 The vision and design guidance contained in this document has been the subject of discussion through stakeholder workshops, meetings with the Council's development partners and information gathered from Statutory Consultees. A wider public consultation was held in January 2013.

1.55 The key concerns over the new neighbourhood to emerge during these discussions are

- Impact of development on local and strategic highway infrastructure and potential increase in congestion, road traffic noise and poor air quality. Areas of particular concern are Hambrook Lane and Stoke Gifford.
- Provision of better bus services and walking/cycling network.
- Noise and air quality impacts on the new development from the rail/road network
- Impacts on ecology and loss of habitats (especially the Great Crested Newt population)
- Objection to loss of open space and informal recreational areas
- Loss of the 'green' network and wider landscape impacts of new development. The importance of the ridgelines and prominent high ground in wider views.
- Impact of development on existing community services and facilities
- Concern over the amount of development proposed & cumulative impacts on wider community
- The impact of development on local flood risk
- How to provide jobs for the new residents
- How to integrate the proposed development into the existing communities
- Potential severance of parts of the community because of the road/rail network

- Need for high quality design that promotes the local architectural character, builds on local history and uses local materials
- Need to plan to reduce energy consumption

1.56 This document has been developed and amended in light of the comments received at previous consultation events.

1.57 Further comments received during the Pre-Adoption Statutory Public Consultation process will be taken into account by the Council in the preparation of the Adoption version of the Supplementary Planning Document.

1.6 Sustainability Appraisal

1.61 Sustainability Appraisals involve evaluating the impacts of development plans on the environment, the economy and on society. In 2009 the Regulations regarding Sustainability Appraisals were amended to exclude the need for Sustainability Appraisals when preparing Supplementary Planning Documents.

1.62 The Council undertook a Sustainability Appraisal of the East of Harry Stoke allocation when preparing the Core Strategy and Policy CS27. However the Council believes Sustainability Appraisals are a useful tool in deciding how a site's assets and constraints might be usefully measured and to test appropriate options for development at all stages of planning. Therefore this SPD document is supported by a Sustainability Appraisal that is being consulted upon alongside the SPD document.

2.0 Site Context & Characteristics



2.1 Location & Land Use

2.11 The land East of Harry Stoke is a greenfield site located to the south of the M4 and west of the M32 motorways. To the south is the A4174 and the University of the West of England. The site is bisected from east to west by both Hambrook Lane and the main London to Bristol railway line.

2.12 The site sits within the Parishes of Winterbourne and Stoke Gifford, however it is severed from the rest of the Winterbourne parish to the east by the motorway network. Directly to the west is an area of land allocated for housing development in the South Gloucestershire Local Plan that adjoins the historic community of Harry Stoke village. This now has received Outline Planning permission and Reserved matters permission for the first phase of 166 new homes. The northern area of the site abuts the established

community of Stoke Gifford and beyond that sits the relatively new community of Bradley Stoke.

2.13 The site is currently in use as agricultural land, comprising mix of arable, seeded grassland and permanent pasture.

2.2 Landscape & Ecology

2.21 The land East of Harry Stoke is an open landscape, visible in local and longer distance views. This is particularly characteristic of the area south of Hambrook Lane and of the hill top on which Mulgrove Farm sits. The area provides an attractive 'green' entrance into the city of Bristol and is one of a series of green spaces along the M32 corridor.

2.22 The land rises from east to west, with moderate slopes rising on the western part of the site to Harry Stoke village and Stoke Gifford. There is a more contained area to the immediate north east of the railway line where the foot of the slope and the mature woodland belt, hedgelines and hedge trees create a more intimate landscape character. To the immediate south east of the railway again, there is a less exposed area of landscape in longer distance views. However the general characteristic is one of openness.

2.23 Adjacent to the A4174 and the old green lane/footpath known as Maules Lane is an area of woodland and tree belt that connects to the Hambrook corridor. This area of trees sits to on the upper part of the slope and is a significant feature.

2.24 The Ham brook, a tributary of the River Frome, creates a strong linear feature dividing the southern part of the site along which are a series of hedges, trees and a more recently created area of scrub and scrub woodland associated with the newt ponds. The Community Forest path follows the line of the Hambrook. There is a significant area of flooding (flood zones 3a, 3b and 2) identified with the Hambrook Corridor.

2.25 The embankments of Hambrook Lane and the Railway form significant visual and physical barriers within the site. There are two highly visible high voltage power lines bisecting the southern and eastern edges of the site creating a visual intrusion and potentially a constraint to development.

2.26 The Agricultural land classification is predominantly Grade 3, however there is a narrow band of grade 1 land along the M32 corridor.

2.27 There are no statutory or non statutory designations in respect of wildlife or nature conservation. The site is largely a mixture of semi improved and improved grassland that has relatively low species diversity, although there are small pockets of land that remain less intensively managed and therefore are slightly more ecologically interesting. A number of ponds have been created as part of the mitigation strategy for the population of Great Crested Newts on the approved Harry Stoke 1 development. The ponds across

the east of Harry Stoke site and in gardens to the rear of Hambrook Lane also contain populations of Great Crested Newts. There is evidence of slow worm, badgers, a variety of birds, a low level of bat activity, and grass snakes.

2.28 The site supports a network of species poor hedgerows that are of varying condition and management. There are important hedgerows and several borderline hedgerows identified under the criteria of the hedgerows Regulations 1997. The railway embankments support areas of dense scrub along the railway corridor.

2.29 There are several ponds on site, the more important of which are a balancing pond taking drainage from the A4174, a pond to the southwest of Mulgrove Farm, a small pond beneath the pylons to the north of Hambrook Lane. Immediately adjacent to the west of the site are ponds developed as part of the Great Crested newt mitigation strategy for the Harry Stoke development. The Hambrook corridor is often dry for prolonged periods.

2.210 Land to the north of the main London to Bristol railway line provides open space serving the Bristol Parkway community. Pedestrian access to this area is provided by a public footbridge over Great Stoke Way. The land forms part of the plateau to the west of Mulgrove Farm, the edge of which is significant in views from the wider landscape. Other parts of the space are contained by mature hedgerows. The area contains an attenuation pond and links into the network of local Public Rights of Way.

2.3 Transport

2.31 The site is in reasonable proximity of Bristol Parkway station, with the eastern boundary around 1.5 kms away from the Station. The A4174 north Bristol ring road gives very good access to the national motorway network via the M32 Junction 1, which connects to the M4 and M5 motorways.

2.32 The proposed Stoke Gifford Transport Link will run through the site, creating the route for the strategic high frequency public transport link (North Fringe to Hengrove Package- BRT Metrobus) between the centre of Bristol (7.5km away) and the North Fringe, (including Cribbs Causeway, Aztec West, Bradley Stoke, Emersons Green University of the West of England, Parkway Rail station). These areas are key destinations for employment, health, leisure and shopping. Local bus services will serve the development and create links to local centres and facilities.

2.33 A bus station in the University of the West of England is a focal point for public transport services in the area, and offers a choice of routes to the centre of Bristol, Parkway Station and the north, west and east of Bristol and to Bath.

2.34 The railway, main roads and motorways are significant barriers to pedestrian and cycle movement, as are some local roads, and there are limited opportunities at present within the site for these forms of transport to link the site to key destinations. However beyond the site there are a number of segregated and on road cycle routes and footways

that may provide enhanced connections to key destinations. A strategic east/west cycle route is proposed that will link the East of Harry Stoke New Neighbourhood with key destinations in the west. Routes to the south to the centre of Bristol will also encourage sustainable access across the city.

2.4 Community Facilities and Services

2.41 A range of community facilities and services are available in the wider locality of Stoke Gifford, Bradley Stoke and within the UWE campus. In Stoke Gifford at Ratcliffe Drive there are a number of local shops, a dental practice and medical centre. There are local shops off North Road and a large supermarket and home improvement/ DIY store close to Harry Stoke. Education facilities are available at St Michaels C of E primary school in Stoke Gifford and at secondary level at Abbeywood Community school. The SGS WISE campus gives access to Further and Higher Education courses and is located in Stoke Gifford. The University of the West of England is immediately south of the site.

2.42 There are two parks with play equipment, tennis courts in Stoke Gifford and access to indoor leisure facilities, skate park and a library at Bradley Stoke leisure centre. Stoke Lane Athletic football club play at Little Stoke Park playing fields. Stoke Gifford also has two pubs. Many local community groups use the facilities at the Old School Rooms on The Green at Stoke Gifford and there are further smaller community facilities available in the locality. A new pre-school and nursery is located close to Bristol Parkway.

2.43 The provision of community facilities, schools and open space for the new neighbourhood needs to be considered in the wider context of development planned within the North Fringe, including developments at Cheswick Village, Land east of Coldharbour Lane, Frenchay Hospital site, UWE's expansion plans and the development of the Filton Airfield. Many of the existing community facilities operate at or over capacity, and several do not have the scope to extend. The Council's Public Open Space Audit shows there is a shortfall in all forms of open space provision. The quality of access to these services is also a matter of concern, in view of the severance caused by the strategic transport networks.

2.5 Environmental Health

2.51 Areas of the site adjacent to the strategic motorway network and 'A' roads suffer from significant levels of road noise. Noise from the railway also has an impact on the site. Road traffic is the predominant noise across the site, and these sources of noise have a different impact on parts of the site, depending on the time of day and the wind direction. The fringes of the site, slopes in the north and land immediately adjacent to the railway are the most severely affected.

2.52 The main sources of air pollution are vehicle emissions from the existing road network and also the railway. There is no Air Quality Management Area covering the site or in the vicinity of the site. However, it should be noted that monitoring of roadside locations

indicate nitrogen dioxide concentrations exceed the national standards on occasions. Any increase in traffic levels resulting from development may result in increases in noise and air pollution and will require appropriate design solutions to mitigate any harm.

2.6 History and Built Form

2.61 Stoke Gifford, which sits to the north of the railway line, goes back at least to Saxon times and is mentioned in the Domesday Book, along with the smaller hamlets of Great Stoke, Little Stoke, and Harry Stoke. There have also been Roman remains of settlement found in excavations between Hatchett Lane and the Railway line. The village and hamlets formed part of the Stoke Park estate. The estate was eventually broken up and auctioned at the start of the twentieth century. There remains the village nucleus, preserved around the Green and including the Old School and Church of St Michael, together with a number of dispersed traditional cottages and buildings.

2.62 The area remained largely rural until the coming of the railway in 1903, when one of the largest marshalling yards in the South West was located on the site of the current Bristol Parkway Station. Harry Stoke Colliery, opened after the war, closed in 1963.

2.63 Stoke Gifford has seen considerable development in the twentieth and twenty first centuries. Any remaining traditional buildings are interspersed with and surrounded by contemporary housing estates and commercial development. The residential development here is mainly contemporary in style and is typical of the range of estate layouts, standard house types and elevational designs used by national house builders across the country. The majority of buildings in Stoke Gifford are two storey, with some 3-4 storey buildings occurring in the most recent developments. The materials vary, mainly brick with render or concrete. Roofs are mock slate, concrete tiles or clay tiles

2.64 The neighbouring development of Bradley Stoke was first planned as a large scale, 'stand alone' community in the 1970s, with the first turf cut in 1987. This development provides a local centre, community facilities, schools, open space, and employment uses to support the community of around 20,000 people living in around 9,000 houses of varying design, type and tenure.

2.65 The buildings here are contemporary estate houses, built in cul de sac type areas off distributor roads. The architecture is the standard house type and layout provided nationwide by housing developers. The materials are largely brick and render with mock blue/grey slate roofs or clay tiles.

2.66 The geology of the Avon area is particularly complex, which has resulted in a wide range of local stones available for building. These include Devonian Red Sandstones, grey Lower Carboniferous Limestones, grey green Millstone Grit and Pennant sandstones, reddish grey Dolomitic Conglomerate, Blue Lias Limestones and Oolitic Limestones.

2.67 White and Blue Lias limestones were most extensively available in the area around Stoke Gifford, with the building stones usually laid in courses (coursed rubble or rough ashlar) of different thicknesses relating to the blocks taken from a particular bed of limestone. The Blue Lias was also used for quoins, dressings, and floor slabs. The area has also in the past seen a range of roofing materials, including thatch, clay tiles, stone tiles and slates

2.68 Despite having a range of local stones to choose from, very little of the local building material has made its way into the buildings or the public realm of the new developments and as a result, the new development areas have lost architectural cohesion and connection with the surroundings.

2.69 The loss of the local architectural vernacular and use of local materials and building detailing to tie development to place is of concern. The lack of a locally distinct architecture has resulted in a townscape of 'anywhere' with a subsequent harmful impact on legibility and placemaking.

2.7 Utility corridors

2.71 The site contains several high voltage power lines and pylons and a high pressure gas main. These corridors visually impact on the area of land to be developed and on the wider landscape and views across the site. The accommodation of these utilities corridors and the need to mitigate their visual impact will need to be considered as part of the design solution for the housing development.

East of Harry Stoke Framework Diagram - illustrative



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3.0 Objectives for Development

Objective 1 An Integrated Approach to Placemaking

3.11 The NPPF makes it incumbent on Councils to guide development to the most sustainable solutions (para 8) and to seek opportunities to achieve sustainable development and net gains across all three dimensions of it – social, economic and environmental (para 52).

3.12 Policy CS27 makes it a requirement that the East of Harry Stoke New Neighbourhood will be comprehensively planned and phased to ensure full integration between different uses, provision of ancillary facilities and supporting infrastructure including the Stoke Gifford Transport Link, both within and beyond the area. The full policy is set out in Appendix A. The Policy envisages the SPD as the policy delivery mechanism for comprehensively planned and integrated development.

3.13 The Council expects the design and development of the new neighbourhood to integrate with the immediately adjacent communities of Great Stoke, Stoke Gifford and Harry Stoke (including the SGLP allocated site at Harry Stoke) to create strong physical and social connections between these communities. The new neighbourhood will also connect beyond its immediate neighbours to facilitate easy and legible access to key services and facilities within the east and north fringes of Bristol and Bristol City Centre. Individual land parcels will be brought forward in a way that facilitates and does not frustrate development on adjacent or other land parcels.

3.14 Development East of Harry Stoke will deliver a comprehensively planned community across the whole of the allocated area in which there is clear commitment to the highest possible standards of design, with a view to achieving sustainable forms of development, in line with the requirements of Policy CS1 of the Core Strategy. The Council welcomes innovative and creative design within the development. The Council encourages the use of independent design review of planning proposals in order to secure the highest quality design.

3.15 Development proposals will also plan for and deliver the infrastructure requirements set out in Appendix B. Where delivery of infrastructure is dependent on collaboration from other individuals or organisations applicants may be required to provide formal evidence that the delivery of infrastructure can be achieved. The Council strongly encourages all developers and landowners to work collaboratively to enable the infrastructure required to support this development to be delivered fairly and equitably.

Justification:- to deliver a comprehensively planned and serviced development which delivers sustainable living and net gains across all three dimensions of it (social, economic, environmental).

Objective 2 Health and Well-being

3.21 Our mental and physical health and well being at every stage of our lives is shaped by our ability to live, learn, work and relax in an environment that promotes opportunities for formal and informal social interaction, gives good access to education and employment and provides for both formal and informal physical activity. The fair distribution of health, well-being and sustainability are important social goals within the New Neighbourhood so that every resident can participate equally in the benefits it provides. The draft Policy Sites and Places DPD (PSP DPD) sets out a policy for Health Impact Assessment of Major developments.

3.22 Until such time as the PSP DPD is adopted, the council will encourage developers to undertake a health impact assessment of their proposals for the New Neighbourhood. The Health Impact Assessment is an opportunity to identify where there may be better design solutions that deliver better health and well-being outcomes for future residents. The results of any assessment will be fed into any Outline planning application and Design and Access Statement that together set out the design principles for the development of the site.

Justification:- to deliver development that promotes health and wellbeing as part of delivering sustainable development and to minimise the health impacts arising from development

Objective 3 Green Infrastructure

3.31 When appropriately planned, designed and managed, green and blue infrastructure (including the network of natural and semi-natural features, green spaces, outdoor sports facilities, allotments, gardens, play areas, ponds and watercourses) has the potential to deliver a wide range of benefits from providing sustainable transport links to improving air and water quality, increasing biodiversity, giving focus to a community, enhancing people's health and well-being, enhancing land values and mitigating and adapting to the effects of climate change.

3.32 Strategic green and blue infrastructure envisaged by Core Strategy policy CS2 will need to comprise substantial and robust interconnected and multifunctional networks of spaces that that works with the existing topography and contributes to the unique character and biodiversity of the site. It will protect and enhance existing ecological habitats, trees and hedgerows and will ensure their integration with the use of Sustainable Urban Drainage Systems (SUDS) and the treatment of grey water. Surface water flood management is a key consideration on this site and the Council will seek surface water

flood management solutions that creatively utilise the landscape framework, public realm and buildings.

3.33 The area provides an important informal recreational resource for existing residents and workers. The South Gloucestershire Landscape Character Appraisal acknowledges the asymmetric green corridor followed by the M32 forms an important gateway to Bristol. The landscape and open space framework will sit comfortably within the wider Strategic Green Infrastructure network. The framework will consider the impact of time within the landscape concept by planning for seasons and for the maturation of the landscape scheme, allowing space for larger trees to grow.

3.34 Together the existing and new landscape features will provide a sympathetic landscape framework that is one of the key visual and physical organising elements within the site. A varied landscape will play a major role in the creation of a legible new identity in the new neighbourhood where landscape and built form work together to create a distinctive development and a positive 'edge' to development.

3.35 Existing footpaths will be linked by new routes within open spaces to create a footpath network within the site and to link the new neighbourhood to areas beyond the site and sustainable travel opportunities will be created within the green infrastructure corridors.

3.36 Acoustic attenuation to mitigate the noise impacts of the M4, M32 and railway corridors may be required and will be sensitively integrated into the landscape setting. Alternative proposals for noise mitigation will be considered as long as they also respond sensitively to the landscape setting.

3.37 The landscape framework will provide a hierarchy of open space provision (to meet the requirements of the Council's Green Infrastructure, play, sports and recreation standards) in a way that is an integrated and cohesive part of the landscape framework. These features and facilities will play a positive role in delivering a 'walkable' neighbourhood. Where the current green infrastructure plays a part in meeting an existing recreational need (for example along public rights of way), development proposals will be required to demonstrate how that need will be met within the proposed green infrastructure provision.

3.38 Allotments and community food growing initiatives will mainly be located in the areas of the highest quality agricultural land along the eastern edge of the site and these areas will be designed as part of the overall landscape framework. Co-location of compatible open space uses will create focal points for the community to come together, for example informal open space with allotments and play areas provide the potential for a range of age groups to socialise together.

Green Infrastructure - Southern Area

3.39 The landscape framework will take into account the important role of the green corridor along the M32 into Bristol. Open space adjacent to the M32 Corridor will accommodate informal and semi natural open space adjacent to the M32 in conjunction with outdoor sports and their associated facilities. Surface water attenuation will be designed and accommodated to create natural looking water features that enhance the informal role and appearance of the landscape here. The setting of the Hambrook Conservation Area will be considered in the landscape design of the M32 corridor.

3.310 The Stoke Gifford Transport Link will be integrated into the new development primarily by the use of landscape features and large scale trees along its corridor. Where development does address the road, the impacts of noise and air quality should be considered. There is potential for development fronting the road to bring a sense of place and identity to the new neighbourhood.

3.311 The creation of a strong tree network based on north - south alignments and providing opportunities for large tree specimens, will aid the integration of the development in views from the M32 and will contribute to the green gateway into Bristol. This will combine with the retention and reinforcement of tree planting within land to the rear of Hambrook Lane and around Maules Lane, to create layers of trees along ridgelines that provide a backdrop to development. The proposals will integrate with the landscape framework for the SGLP Harry Stoke site.

3.312 The pylons and power lines have a considerable visual impact within this landscape. The accommodation of these utilities corridors and the need to mitigate their visual impact will need to be considered as part of the design solution for the housing development. The Council will encourage the developer to consider the relocation and undergrounding of these utilities along the east and south edge of the development area. Other solutions should seek to mitigate their visual impact in the landscape.

3.313 The informal character of the Hambrook Corridor and the Community Forest path will be enhanced and managed to encourage biodiversity. Smaller parks and areas of open spaces will be associated with the Hambrook corridor to broaden the corridor and increase its significance as a landscape feature within the development.

3.314 The district centre containing the community building will benefit from being co-located with an area of open space that is designed for use by a range of age groups, to encourage social interaction and to allow for open air community events associated with the community centre. This may be a 'destination' park and contain a play area catering for a range of ages and abilities. Proposals for the landscape framework will also demonstrate how local schools may make use of the Green Infrastructure network for teaching and for exercise.

North of Hambrook Lane/South of the Railway

3.315 The Stoke Gifford Transport Link will be separated from the surrounding development by tree planting on the embankment slopes, linking with the railway embankment. Existing hedgerows will be reinforced to provide a wildlife network. Consideration will be given to mitigating any visual impact arising from the M32 within the development.

3.316 There may be acoustic mitigation required along the railway corridor and there are opportunities to design this as part of the landscape framework.

North of the Railway/Mulgrove Farm

3.317 The Stoke Gifford Transport Link will be separated from much of the development area and existing housing by tree planting on the embankment slopes, linking with the railway embankment. There may be acoustic mitigation required along the railway corridor and there are opportunities to design this as part of the landscape framework.

3.318 Mulgrove Farm is a significant feature in the landscape and has the potential to form the focus of development north of the railway, utilising the attractive hill slopes as a setting. Allotments and community orchard are suitable uses in association with the farm buildings, which may also provide opportunities for meeting rooms. Woodland planting will be used to enhance the setting of the farm and to enclose the top of the ridge. Important trees and hedgerows will be incorporated into the open space network.

3.319 Street trees and woodland planting together with careful orientation of the street layout will combine to reduce the visual impact of development in wider views and on the wider countryside.

3.320 Acoustic attenuation to mitigate the noise impacts of the M4, M32 and railway corridors may be required and will be sensitively integrated into the landscape setting. Alternative proposals for noise mitigation will be considered as long as they also respond sensitively to the landscape setting.

3.321 The existing surface water attenuation pond to the north will be retained and enhanced with additional paths, planting and seating.

Justification:-to conserve and enhance the natural environment, promote health and wellbeing and ensure a well defined, locally distinct and attractive public realm are delivered

Objective 4 Movement, Access & Transport

3.41 A measure of a successful and sustainable neighbourhood is one in which people can quickly and conveniently access a range of services and facilities to support their everyday needs. The integration of the new community at East of Harry Stoke with the neighbouring communities and key destinations, will be dependant in part on the good access and connections to the services and facilities provided in the existing urban area and on getting the movement framework right within the site. It should be as convenient to walk, cycle or to take the bus as it is to travel by car. The delivery of the East of Harry Stoke transport package identified in Core Strategy Policy CS7 has a role in achieving this aim. A Travel Plan will be submitted as part of the Transport Assessment.

3.42 The development of this new neighbourhood provides the opportunity to maximise the site's connections to its surroundings, to promote the most sustainable forms of transport and to address congestion in the surrounding highway network.

3.43 The developer will analyse in a Transport Assessment the existing forms of movement and access for all modes of transport around the site to key destinations for their quality, convenience, safety and speed and use the analysis to form the basis of a movement framework for the site that will make the most sustainable forms of transport the most easily accessible and convenient. The proposals will identify and maximise direct, safe and attractive connections to existing key destinations, services and facilities and will provide the widest choice of options for how people may make their journeys. Walking and cycling routes that are safe, continuous, attractive and comfortable will be prioritised within an overall movement framework.

3.44 Development proposals will seek to prioritise the development of a walkable neighbourhood. Access to public transport within the development will be no more than a five minute (400m) walk away from the majority of residents. Existing strategic walking cycling and public transport networks will be extended through the site. Barriers to walking and cycling will be identified and measures proposed to eliminate or address them where practicable. Sustainable travel habits will be formed early by providing good walking and cycling networks including safe routes to school, public transport systems and car clubs as soon as practicable within development.

3.45 The development will integrate the movement framework with the landscape framework, land uses and public realm strategies to create a cohesive design that is legible, easily accessible and locally distinct. Development will be set out around a network in which the hierarchy of routes and the design parameters for each route and transport mode will form an attractive, convenient, safe and legible movement network. The hierarchy of routes will be based around the capacity required of the route and the character of the surrounding uses. The grid will connect at every possible point to the surrounding road, cycle and pedestrian network. Key services and facilities within the site will be located in places that can be conveniently accessed by the widest choice of transport modes.

3.46 Development will incorporate the Stoke Gifford Transport Link as an integral part of the new neighbourhood. Opportunities to connect development to and across the link will be maximised, without compromising the aim of providing the North Fringe to Hengrove BRT metro public transport scheme. Opportunities to visually connect and to face development onto the road will be sought (bearing in mind the engineering of the road), without compromising residential amenity.

3.47 Routes within predominantly residential areas will be expected to achieve a design speed of 20mph as standard and preferably 10mph in areas seeking to promote home zones principles.

3.48 Highways, signage and street elements will be designed in consideration of their three dimensional impact to maximise legibility, reduce highway clutter and to sustain the sense of place, and a high quality public realm

3.49 Within residential areas, streets will be designed as multi functional places, where the impact of traffic and parking is minimised. The primary means of access to individual plots will be frontage access directly from the street, and streets will be designed to facilitate this accordingly. Car parking (provided to the Council's adopted standards) should be attractive and integrated into the design of residential streets and not dominate the street scene , create safety issues or be open to anti social behaviours, or inconvenience pedestrians and cyclists. The use of rear access and rear parking courtyards will be discouraged. Rear access and rear parking courtyards can create safety and security risks, and dilute the potential for active frontages that are well used at all times of the day. Developers will be expected to set out their proposals and actions to provide for safe, healthy and sustainable travel options to reduce car travel and to make a positive contribution to the community and the environment.

3.410 Development proposals will use every opportunity to break down the significant barriers to movement and access created by existing roads and the railway to successfully integrate the new community within the existing urban area.

Justification:- to create a sustainable pattern of development and attractive safe and convenient public realm that encourages walking cycling and the use of public transport

Objective 5 Community Infrastructure

3.51 The Council is committed to the provision of strong, vibrant and cohesive communities that are able to meet the diverse needs of all future residents. The Council will seek every opportunity to maximise personal and community well being and to create equal opportunities for all residents of the new neighbourhood.

3.52 The development will provide a range of co-located community services and facilities (as set out in Appendix B) for its residents within a distinctively designed multi use centre

that creates a focal point of the development. The appropriate location and phasing of provision for local centre(s) and areas of mixed use will be critical in ensuring the needs of the local community are met, and that provision is coordinated in a complementary way with existing facilities. Proposals must demonstrate how consideration has been given to co-location as a means of combining uses and management costs for the convenience of the community and to the benefit of service operators. Proposals will also demonstrate how access to the community facilities from all areas of the new neighbourhood will overcome the potential barriers of the road and railway.

3.53 The Development proposals will bring together compatible community, residential and commercial activities within the local centre to create a lively and interesting multi layered focus for the new community that maximises the opportunities for social interaction. The centre will be placed in a location that is easily accessible to all residents primarily through walking and cycling. There will be a positive relationship between these buildings and the public realm at all times of day to create a safe and convivial environment for everyone to enjoy and which fosters a sense of ownership by local residents. The buildings and space will be versatile to allow for a wider range of uses to take place here and to encourage adaptability over time.

3.54 In order to ensure community infrastructure is provided as early as possible, the Council, in conjunction with its development partners, will investigate options for temporary provision and co-location of community facilities, to support the new community from its inception. Development proposals will demonstrate how a phased approach to the provision of community services and facilities will be supported to build social capacity and support a growing community, including the provision of temporary space for community use during the early construction phases. All development will be subject to regular monitoring and review to ensure that place-making and community building are being effectively integrated and delivered.

3.55 A strategy to promote local identity, build community cohesion, legibility and cultural richness within the site will form part of the design proposals. Public art may be one way of achieving legibility and local distinctiveness, along with the landscape and public realm design, the use of community buildings and activities such as festivals and as part of recreation and play facilities.

3.56 Indicative locations for community facilities, including sports, allotments and play are identified on the Framework diagram and their provision will require collaboration between all landowners/ developers to co-ordinate the provision of services and facilities. The development proposals will identify the method of future delivery and management for all community infrastructure and assets and ensure that any future management body is involved in the planning and design of these assets.

3.57 The management of these facilities will be a significant determinant in their long term success. The role of future asset management bodies will be considered as part of the provision of open space and community services/ facilities. The Council will investigate and identify with its development partners providers of compatible community facilities who

together can fund and manage multi-purpose community buildings and open space. The Council will work with development partners and providers to ensure the planning, design and on-going management of facilities is done in partnership with the local community.

3.58 The development will be expected to provide a full range of innovative and creative opportunities for play activities to suit all ages and abilities, in line with the Council's adopted Play Strategy. These will be provided locally within housing neighbourhoods for younger age groups, and as destination play areas for all age groups. Opportunities will be taken to provide linear forms of play along strategic green infrastructure corridors, particularly where these also provide recreational walking or cycling routes. Opportunities to link play equipment with public art should be explored.

Justification:- to provide a cohesive, accessible and well managed set of community assets to support the long term social and welfare needs of the new community

Objective 6 Land Use and Built Form

3.61 Distinctive design, quality public realm and open spaces, and the provision and appropriate arrangement of facilities will play a significant role in the delivery of a successful and sustainable development.

3.62 A full list of the land use requirements is provided at Appendix 2. This sets out the required space standards and phased provision of the policy requirements for the New Neighbourhood East of Harry Stoke.

3.63 The development will be expected to deliver approximately 2,000 new dwellings that meet the full range of local housing needs to achieve a mixed and balanced community as set out in the Core Strategy Policies including:-

- affordable housing,
- extra care housing for the elderly,
- provision for gypsies and travellers

3.64 Proposals will need to address the requirements of the Council's affordable housing policy CS18, including the overall amount, type and tenure, layout and standards, affordability and preferred method of delivery. Further guidance on delivery is set out in the Council's adopted SPD on Affordable Housing.

3.65 The NPPF also requires local authorities to provide opportunities for people wishing to build their own home (paragraph 50) and the Council will encourage the identification of land and provision of serviced plots for people wishing to build their own home.

3.66 The Council does not want to jeopardise the overall delivery of housing in South Gloucestershire and consequently, in seeking to negotiate affordable housing, it will have regard to the economic viability of the site and the factors underpinning it. Regard will be had to the Council's current 'Affordable Housing and Extra Care Supplementary Planning Document' in the consideration of planning applications.

3.67 The developer will investigate the potential to deliver Gypsy and Traveller accommodation through the provision of residential pitches within the new neighbourhood. If a suitable location(s) cannot be found the Council will expect the developer to deliver this provision at appropriate and deliverable off-site locations. In the event that the developer can demonstrate that neither of these options can be achieved, the Council will request a contribution to the provision of gypsy and traveller pitches.

3.68 In addition to community facilities, a range of local retail, food and drink outlets will be provided as part of the local multi use centre. These will be designed and located to support the vitality of the local centre by combining uses in one place. Consideration should be given to the vertical mix of uses as well as the horizontal.

3.69 The development will make the most efficient use of land to conserve resources and maximise the amount of housing provided. There will be a range of densities across the site with the most dense development located close the local centre and in locations where there is good access to public transport services. The density profile across the site will be varied to create differing activity levels and visual interest.

3.610 The density of development will respond to the sensitivities of the existing and proposed landscape elements. The majority of buildings on site will be 2-3 storeys, with occasional taller buildings used to emphasise key locations and to provide enclosure to the developed edge along the Stoke Gifford Transport link, adjacent to the local centre. Tall buildings will be moderated by adjacent development that steps development down to lower storey heights by degrees. Memorable buildings will help to provide reference points within the development. The development will welcome people with an entrance at the main points of entry on the Stoke Gifford Transport link.

3.611 The orientation of buildings will aim to maximise the opportunities for passive solar gain and to capture solar energy. Roads will be orientated to make best use of the topography and to facilitate the presentation of south facing facades. The topography of this site provides opportunities to create a memorable sky line where the roofscapes emphasises the natural land forms of the landscape. Views and vistas should be aligned with key buildings, landscape elements or focal points of activity

3.612 The road network will be based on a loose grid. Culs de sac will not be encouraged. If no alternative can be found, culs de sac will be short, with the end of the road visible from the entrance. The streets of the new neighbourhood will be designed as multi-functional spaces with predominantly continuous frontages, to maximise natural surveillance and encourage social interaction. Within the street scene, buildings will be placed on a continuous building line, and street trees will be used to help enclose and define space.

3.613 Development should be sited and designed to avoid adverse impacts on the environment or on the health, safety and amenity of users of the site or the surrounding area. For example, where development faces a major road, the design will provide an adequate buffer area to mitigate the impacts of traffic emissions (such as noise, fumes, dust, odour), particularly on residential development.

3.614 Development block sizes will be designed to maximise connectivity and ease of access, provide enclosure to the public realm, promote human scale and accommodate a

range of house types and sizes. Within the urban block, corners are often visually important and consideration will be therefore be given to the way in corners are designed. Around the edges of development a lower density loose perimeter block arrangement will maintain a positive edge to the urban area whilst remaining sensitive to the informal landscaped edge.

3.615 The detailed design of the built environment will bring the area to life through the use of high quality building materials and rich building detailing such as balconies, bays, porches colonnades and other projections and decoration that creates visual interest and brings animation to facades and reflects the character of locally distinct building materials. Design consideration will also be given to the ability to personalise buildings.

3.616 There are no nationally designated heritage assets within the East of Harry Stoke new neighbourhood. However the development will use the historical associations of the site (for example field names) and its surroundings and key buildings within the site, (such as Mulgrove Farm), to build local distinctiveness and strengthen local identity within the site. A contemporary interpretation in the use of traditional local building materials in the design of buildings and public realm will be encouraged to connect the site to its context.

3.617 The site has not been subject to a thorough archaeological evaluation. The potential for archaeological remains across the site is therefore unknown (although there have been interesting finds around Harry Stoke and there is clear evidence of past activity on site up to the C20th). Developers will be required to carry out an assessment of the potential for archaeology and submit a method statement for for archaeological evaluation of the site during its development phases.

Justification:- to ensure a sustainable pattern of development that provides a safe and attractive public realm, housing to meet the needs of the community and delivers a place that is locally distinctive and fosters a sense of community.

Objective 7 Environmental Health

3.71 The Council will seek effective methods of controlling the noise impacts arising from the road traffic and railway in the site development. This will include a package of appropriate measures including maximising the distance between the source of the noise and residential development, noise attenuation screens, optimal orientation of buildings, façade and gable end design, sensitively designed internal building layout, appropriate sound insulating fenestration and door design, and for garden areas to be sensitively located to minimise noise impacts on external residential amenity areas. In order to establish the appropriate package of measures, the Council requires the developer to undertake a Noise Assessment as part of a planning application to establish which zones of the site are unsuitable for residential development and which areas are capable of being developed with appropriate mitigation.

3.72 Future development will also need to take account of the impacts of development on local air quality. The master planning of the site should seek to minimise the impacts of air pollution arising from road traffic and railway sources on new residents. An air quality assessment will be required from the developers to assess the impacts of both the construction and operational phases of the development on local air quality. The impacts on both existing receptors and receptors that will be newly introduced by the development must be considered. Adverse impacts will need to be minimised and mitigated appropriately. The cumulative impacts of other developments in the area will also need to be taken into consideration.

3.73 There is potential for contaminated land uses on site, with particular reference to the area of filled ground to the north end of Curtis Lane and the historic use of land as anti aircraft battery north of Mulgrove Farm off Great Stoke Way.

Justification:- to offset the environmental health impacts arising from development and support the health and well being of the new community

Objective 8 Utilities, Waste, Energy and Climate Change Adaptation

Renewable Energy

3.81 Energy security, the need to reduce carbon emissions and responding to the impacts of climate change are compelling reasons for developing passive, low-carbon, resource efficient design in the masterplanning of the new neighbourhood. The Council is committed to reducing carbon emissions and increasing the resilience of the local area to the effects of climate change. Developing sustainable energy supplies and delivering sustainable development will be critical to successful implementation.

3.82 The East of Harry Stoke New Neighbourhood has the potential to become a practical exemplar of sustainable development through a co-ordinated approach to reducing energy demand, use of low carbon energy solutions, creating efficiencies in utility infrastructure provision and designing in resilience to weather and climate for the lifetime of the development .

3.83 The Council will seek a utilities and renewable energy strategy to form part of the overarching master plan to secure a co-ordinated approach across individual developments for the design and procurement of electricity, gas, water and sewerage infrastructure, in order to gain efficiencies in cost and delivery, minimise the cost of network reinforcements and maximise the potential asset values and investments from independent asset ownership marketplace.

3.84 The Council will expect developers to demonstrate how they have delivered a co-ordinated approach to establishing energy and resource efficient design and provision of utilities infrastructure for the new neighbourhood in accordance with Policy CS4. For example, this may be achieved through the orientation and layout of buildings and spaces to maximise the potential for solar gain and the use of solar energy on individual buildings, the use of landscape elements to create shelter and for urban cooling, the conservation

and utilisation of water and prioritising the choice of walking, cycling and public transport for movement.

3.85 The Council will expect the developer to demonstrate how renewable or low carbon energy sources for individual buildings and for district heating systems will be used within the proposal or to provide evidence of why this is unfeasible. It is accepted that densities may be too low for the viable delivery of heat networks across parts of the development, however there is likely to be potential in the higher density phases and mixed use centres for smaller schemes. Any buildings proposed in the meantime in close proximity to mixed-use centres should be designed with plant that is compatible with future connection to District Heating. The option to connect in the future should not be designed out at this stage.

3.86 The developer will also demonstrate how other utilities will be coordinated and delivery phased across the whole site. To this end, planning applications should clearly set out the delivery strategy with respect to utilities infrastructure, and how their proposals deliver and promote sustainable, coordinated delivery of utilities that positively facilitate surrounding development.

3.87 The Council will expect developers to demonstrate how they will anticipate and respond to the changes in Part L of the Building Regulations relating to energy efficiency in new dwellings over the development period of the site. Developers will also indicate how this will be interpreted at reserved matters stages of planning.

Power Lines

3.88 The land at East of Harry Stoke has a specific challenge in the form of the high voltage power lines. These corridors have a visual impact on the area of land to be developed and on the wider landscape and views across the site. The accommodation of these utilities corridors and the need to mitigate their visual impact will need to be considered as part of the design solution for the housing development. The Council will encourage the developer to consider the relocation and undergrounding of the power lines to the edge of the development area. Other solutions should seek to mitigate their visual impact in the landscape.

3.89 The Council encourages the use of the National Grid's guidance on 'Development near Overhead Lines' and 'A Sense of Place – Design Guidelines for Development near High Voltage Overhead Lines' in determining the optimal way to plan and design new development in proximity to the power lines.

High Pressure Gas Main

3.810 The location of the high pressure gas main may constrain development. The Council will require the developer to contact the Health and Safety Executive in order to undertake

a PADHI test to establish the required safety offset to the gas main, unless consideration is given to relocation of the main.

Waste

3.811 The Council has identified the need for a combined SORT IT centre and waste transfer station within the North Fringe, as a result of the impact of the planned growth within South Gloucestershire. The East of Harry Stoke development will be expected to contribute towards the cost of the new facility and in addition provide the appropriate waste and recycling receptacles and storage for each building. All proposals will be expected to take account of the guidance set out in the Council's current Waste Management SPD.

Electric Vehicle Charging Infrastructure

3.812 Developers will be encouraged to make provision for electric vehicle charging infrastructure to encourage less carbon intensive forms of personal transport. This may be through the installation of standard electric vehicle charging points at domestic properties, rapid charging points at community and retail buildings, and future-proofing the electrical infrastructure to host charging points in the future.

Climate Change Adaptation

3.813 The Council will expect developers to demonstrate how proposals are resilient to climate changes. The proposals will demonstrate how they will

- manage flood risk which takes into account projected changes in precipitation as a result of climate change;
- make use of SUDs;
- make use of passive ventilation;
- select materials and colours to increase surface reflectivity of pavement / roadway / parking areas;
- make use of living roofs;
- select building materials and specification of vegetation which will perform adequately for the lifetime of the development; and
- design building / infrastructure foundations and service pipes taking into account impacts of climate change on ground conditions and land stability.

4.0 Implementation

4.01 South Gloucestershire Council is committed to working in close collaboration with the landowners at East of Harry Stoke to deliver a vibrant, high quality and successful new community. The Council will seek to ensure that the planning and design of the New

neighbourhood is shaped by the consistent application of principles of sustainable development as set out in the policies of the Adopted Core Strategy and specifically CS27.

4.02 This part of the brief sets out how the Council expects the East of Harry Stoke New neighbourhood to be comprehensively planned and delivered.

4.03 The Council expects the developers/landowners to work collaboratively to produce a spatial masterplan with infrastructure delivery proposals that cover the whole allocation. The masterplan will be endorsed as a material consideration in determining planning applications.

4.04 The level of detail will provide a comprehensive framework against which subsequent planning applications for particular phases of development may be tested.

4.05 The masterplan will incorporate

- A spatial masterplan showing the structure and grain of the layout including broad development parcels, identifying the land uses and establishing locations for the infrastructure and facilities required by the East of Harry Stoke Development Framework SPD.
- The site context, including the development at Harry Stoke 1, should be referenced
- A renewable energy and utilities strategy to ensure the prudent use of resources and to illustrate how utilities will be incorporated and any offsets to utilities corridors required to meet health and safety standards
- Illustrative details of how the site's natural assets such as trees, hedgerows and water features will be protected and sensitively integrated into the development and areas of new structural planting
- The location and area of all categories of green infrastructure and public open space (including allotments and surface water attenuation) including any anticipated dual use arrangements
- Strategic proposals for ecological mitigation with particular reference to the habitat reserved for the Great Crested Newts
- The transport and movement network and street hierarchy through the site, prioritising pedestrian and sustainable forms of transport over other modes of travel
- Proposals for noise attenuation
- A phasing plan showing the expected phases of development and illustrating how and when each phase will deliver the required infrastructure and supporting facilities. The phasing plan will also make clear that each development parcel may be brought forward without frustrating the ability to bring forward other development parcels over time.

Master Planning Process

Stage 1

Development Framework adopted as SPD. This provides guidance on how the site should be developed in line with the Core Strategy Policies. It sets out the overall development objectives and requirements for infrastructure provision

Stage 2

Submission of spatial masterplan and principles for infrastructure delivery for endorsement by Council (non statutory stage)

Stage 3

Submission and granting of Outline Planning Application(s) and Section 106 Agreement(s)

Stage 4

Approval of detailed design codes and proving masterplans at a scale of 1:5000 together with phasing plan for each phase of development

Stage 5

Reserved Matters applications submitted

Flexibility

4.06 The Council is mindful that large or complex sites may be challenging to bring forward. The Council has set out its preferred method to achieve comprehensive development above. If this is not achievable, then the Council will be willing to consider reasonable alternatives that bring forward the whole area to the north of the railway line separately and in advance of the area to the south and vice versa. In this case, the Council will expect the landowner/developer to follow the master planning approach set out above for the whole area north or south of the railway line. Hence, a masterplan for the whole of the area to the north or south of the railway line will be required to be submitted and approved by the Council prior to the submission of an Outline application for the land north or south of the railway line. The Council will also require the landowner/developer to demonstrate that the necessary infrastructure to support the needs of the new community north and south of the railway line are capable of being delivered, without frustrating the needs of the whole allocation.

5.0 Summary

5.01 South Gloucestershire Council is committed to working in close consultation with the community, landowners and developers in the development of land at East of Harry Stoke.

5.02 This document sets out the key design objectives to deliver the East of Harry Stoke New Neighbourhood. The document is intended to aid delivery and act as a guide for developers and members of the public to understand the amount, timing and broad location of infrastructure to support development.

6.0 Next Steps

6.01 When consultation on the SPD is complete, the Council will consider the need to make further amendments to the document in response to consultation responses received. The Council will then move to adopt the document.

6.02 The Council will advertise its decision to adopt the SPD and place it, together with the relevant supporting documentation, on the Council's website, in local libraries and in Council One Stop shops for a period of three months. The regulations relating to the adoption of Supplementary Planning Documents can be found at www.legislation.gov.uk

Appendix A Policy CS27 East of Harry Stoke New Neighbourhood

A major mixed use development is planned on land to the East of Harry Stoke extending south from Winterbourne Road to the A4174 Avon Ring Road, as defined on the Proposals Map. Within the New Neighbourhood provision will be made for approximately 2,000 dwellings in a new mixed use community. This will be supported by the preparation and adoption of a Supplementary Planning Document. Development will be comprehensively planned and phased to ensure full integration between different uses, provision of ancillary facilities and supporting infrastructure including the Stoke Gifford Transport Link, both within and beyond the area.

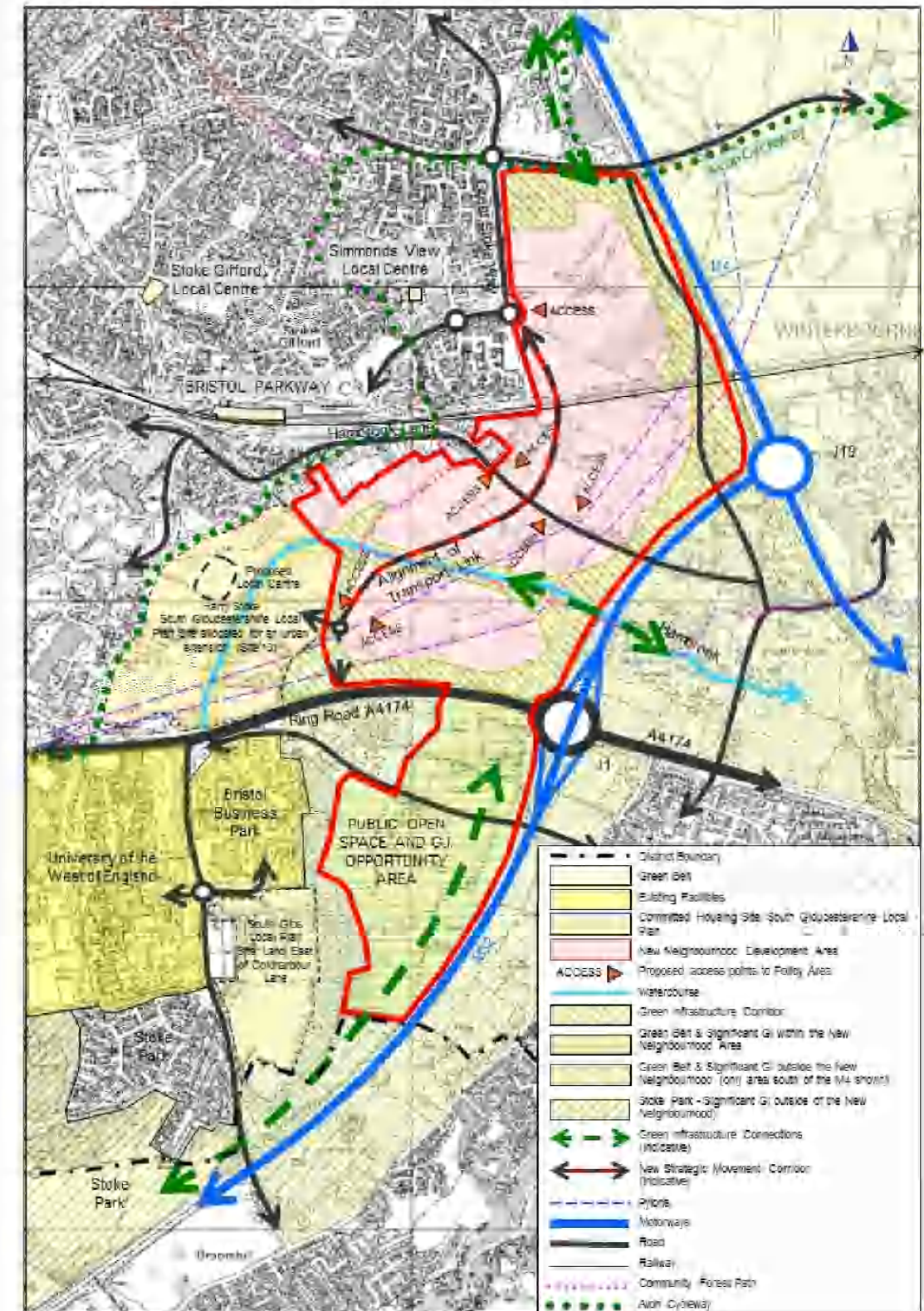
It is essential that an area-wide adopted SPD is the policy delivery mechanism to ensure development is comprehensively planned and delivered in order to integrate with SGLP site 13 (Harry Stoke) and the Stoke Gifford Transport Link as set out in Policy CS7. Development will be undertaken in accordance with the vision, Policy CS25 and partnership priorities of the Bristol 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 the New Neighbourhood, and meet the overall vision for the area. This area will be a major focus for development and will deliver:

- A range of residential types and tenures in accordance with Policies CS17 and CS18;
- Primary School(s) for approximately 3 forms of entry and full day nursery
- A multi-use building comprising doctors surgery, library, community meeting space, 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, woodland and wildlife use along the eastern edge of the site, sustainable urban drainage and allotments in accordance with Policies CS2 and CS24;
- Sports pitches and changing facilities;
- The potential provision of pitches for Gypsies and Travellers;;
- The East of Harry Stoke New Neighbourhood Transport Package (see Policy CS7);
- Junctions, public transport stops, pedestrian crossing points and street trees/landscaping in order to integrate the transport link with the new neighbourhood;
- An Extra Care housing scheme; and
- Contributions will also be required for the provision of secondary school places in the locality.

Special attention will be required to layout, building form, scale and roofscape, architectural treatment, and landscaping along ridgelines and slopes visible from the wider area.

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.



Appendix B

Infrastructure Requirements

The list of infrastructure requirements set out below is based on provision of 2000 houses with yield of 2.4 persons per dwelling. The information is taken from service requirements and formulas established through the Infrastructure Delivery Plan. The overall number of units and therefore the final infrastructure requirements is yet to be established. Each application will be expected to make its fair and proportionate contribution to infrastructure provision.

Provision	Requirement	Delivery/additional information
<p>Secondary School</p>	<p>2.4FE and sixth form (300-360 places plus 72 sixth form places) No land requirement</p>	<p>Financial Contributions toward the provision of off site secondary education and 6th form facilities (plus potential contribution towards transport & travel) will be sought via Sec 106 contributions.</p> <p>Three secondary schools are accessible from most parts of HSNN site. They are Abbeywood Community School, Winterbourne International Academy and Bradley Stoke School. The Council anticipates that financial contributions will in the first instance be directed to these schools.</p> <p>Patchway Community College is accessible from the northern part of the site, and Downend School is accessible from the southern part. These schools provide a potential alternative location for school places.</p> <p>Financial contributions and delivery timing requirements will vary dependant upon dwelling mix, build out timescales and the Council's strategy for school place planning. The progress of infrastructure delivery on the adjacent Harry Stoke development will be a material consideration in the timing of provision of infrastructure on the East of Harry Stoke allocation.</p>
<p>Primary School</p>	<p>3FE on one or two sites (630 pupils, depending on dwelling mix) Land requirement if provided as a single 3FE school 2.7ha Land to be fully funded by the developer and transferred to the Council at nil cost</p>	<p>Land and financial Contributions towards the provision of onsite primary school to be sought via sec 106 contributions. The early provision of primary education is considered to be a priority.</p> <p>Requirements will vary dependant upon dwelling mix, build out timescales and the Council's strategy for school place planning. The progress of infrastructure delivery on the adjacent Harry Stoke development will be a material consideration in the timing of provision of infrastructure and access to land on the East of Harry Stoke allocation.</p> <p>To be accommodated on site on one or two sites located within the development. If two school sites are required then the land requirement will increase.</p> <p>Potential for dual use, co location, and temporary/ interim provision of community facilities within the school</p> <p>Identification of safe walking routes to school prior to the school opening from all areas of the development and Harry Stoke 1</p>

<p>Dedicated Community Centre</p>	<p>Based on the adopted standard of 0.14sq.m. GIFA per resident Dedicated community centre for 4,800 residents = 675sq.m. GIFA</p> <p>At least 675sq.m. GIFA of community centre space located appropriately to create a community heart for the new neighbourhood. A building with a main hall, a range of flexible rooms/facilities, good quality external space for social gatherings, to meet the needs of local user groups and located close to areas of public open space including play.</p> <p>Additional land for car parking and external space for activities</p> <p>This floorspace doesn't include other complimentary uses that might be added in a multi use centre e.g. library, youth space, health</p> <p>Management arrangements to maximise use of the space and benefit for all local people.</p> <p>Land and either</p> <p>Developer builds to a specification agreed with the Council or</p> <p>A financial contribution based on published costs</p> <p>Land to be fully funded by the developer and transferred to the Council at nil cost</p>	<p>In a local centre accessible to the whole community a multi use community centre combining dedicated community space with other social and community uses e.g. library, health, children's and youth facilities.</p> <p>The building will offer flexible internal spaces and quality external space for a wide range of activities to develop a cohesive healthy community.</p> <p>The facility will be a venue offering opportunities for people to become more involved in decision-making and promote personal well-being and social inclusion.</p> <p>The Council will expect temporary facilities to be available for use on site by the 100th dwelling until the permanent Community centre is available for use on completion of 700 dwellings.</p> <p>The progress of infrastructure delivery on the adjacent Harry Stoke development will be a material consideration in the timing of provision of infrastructure on the East of Harry Stoke allocation.</p> <p>Suitable long term maintenance and management regimes must be secured.</p>
<p>Nursery</p>	<p>1x 36 and 1x72 place full-day nurseries</p> <p>Land requirement 0.6ha</p> <p>If the Council provides the nursery facilities, the land to be fully funded by the developer and transferred to the Council at nil cost</p>	<p>Requirement to be secured through Sec 106 Agreement</p> <p>To be accommodated in a new nursery facility onsite within the development.</p> <p>Requirements will vary dependant upon dwelling mix, build out timescales and the Council's strategy for school place planning</p> <p>In 2014/15 the Council will have a statutory requirement to provide free nursery places to all 3 and 4 year olds and 40% of two year olds. The nursery requirement is based on this duty.</p> <p>Developers are encouraged to enter into negotiations with a private, voluntary or independent provider.</p> <p>If commercially run facilities are not provided, the Council will seek land and financial contributions via sec 106 contributions to provide facilities adjacent to the new primary school site.</p> <p>The progress of infrastructure delivery on the adjacent Harry Stoke development will be a material consideration in the timing of provision of infrastructure on the East of Harry Stoke allocation.</p>

		The land contribution includes car parking provision , which may be reduced if there is other suitable provision immediately adjacent
Youth Provision	<p>At least 120sq.m. GIFA of youth space</p> <p>Land and a financial contribution towards providing youth space within a multi purpose community centre</p> <p>Land to be fully funded by the developer and transferred to the Council at nil cost</p>	<p>Co-location with other CI as part of a multi purpose facility in a local centre</p> <p>Located close to public transport, safe routes, open spaces.</p> <p>Located in a highly accessible location and close to other facilities such as retail, health and public open space.</p> <p>Could be provided in multi use community centre</p> <p>Dedicated youth space can be shared space, used by other groups during the day but where the needs of young people come first in its design, layout and management. A significant amount of storage space for equipment is essential, especially when provided in shared facilities.</p> <p>Management of the space will be critical to successful delivery so suitable partners must be involved early on.</p> <p>In addition to dedicated youth centre space onsite, spaces for kickabout games, open spaces and suitable, safe and sociable public realm are also essential to meeting young people’s needs.</p> <p>The progress of infrastructure delivery on the adjacent Harry Stoke development will be a material consideration in the timing of provision of infrastructure on the East of Harry Stoke allocation.</p> <p>Youth space should be delivered in phase with the multi use community facility it is part of.</p>
Police Bureau	<p>A 36sq.m. GIFA office in a multi-use community centre or commercial building as local and visible police base with 1 dedicated parking space</p> <p>Police post as a secure single room with power, furnished and equipped to meet requirements of Police Estates. Any Facility agreement to security alarm.</p> <p>Police to be included on external signage and dedicated parking in prominent visible location for police car.</p> <p>Land and a financial contribution towards providing police post within a multi purpose community centre</p> <p>Land to be fully funded by the developer and transferred to the Council at nil cost</p>	<p>Provide a space for beat surgeries in a shared facility in prominent place; to allow public access to police encouraging police to forge links with community.</p> <p>Delivery to be in phase with community centre</p>

<p>PCSO</p>	<p>Funding contribution for a period of three years for a PCSO post. The police would look to increase costs in line with the ACPO charging formula for the year the funding is required.</p> <p>Financial contribution to the provision of a PCSO post</p>	<p>Payment on commencement</p>
<p>ANPR</p>	<p>4 no. ANPR cameras</p> <p>Financial contribution to the Council for provision of ANPR cameras</p>	<p>Placement of an ANPR camera on main access roads. ANPR offers the police service a SMART method for monitoring access in and out of the area of vehicles and associated persons linked to crime and disorder, therefore permitting targeted (rather than speculative) deployments. This has proved, since its inception, as an invaluable means of preventing and detecting crime. These cameras can be mounted on suitable lamp posts with a power supply or a dedicated post with power. The units are robust and proven technology requiring little maintenance.</p> <p>Payment on commencement or in phase with agreed highways infrastructure</p>
<p>Library</p>	<p>Minimum 145sqm GIFA for library and stock in combined multi purpose community building (based on the (MLA) recommended standard of 30sq.m. of library provision per 1,000 population)</p> <p>Land and a financial contribution based on published costs towards providing a library in a multi use community centre</p> <p>Land to be fully funded by the developer and transferred to the Council at nil cost</p>	<p>Co-location with other CI as part of a multi purpose facility in a local centre.</p> <p>Located in a highly accessible location and close to other community facilities, retail and uses such as health, education and public open space.</p> <p>In a multi use community centre with shared staffing; combining social and community uses at the heart of the community.</p> <p>Libraries need to be fully accessible to all people living and working in the area, flexible to meet diverse needs and adaptable over time to enable new ways of learning.</p> <p>Opportunities for synergy should be explored as with other community infrastructure (contributions also sought from Commercial development this can be calculated once amount and type of commercial development have been confirmed)</p> <p>Be located in highly accessible locations on or at the junction of strategic movement routes</p> <p>Be located in close proximity or jointly with other community facilities, retail centres, services such as health or education and public open space</p> <p>The progress of infrastructure delivery on the adjacent Harry Stoke development will be a material consideration in the timing of provision of infrastructure on the East of Harry Stoke allocation.</p> <p>Library should be delivered in phase with the multi use community facility it is part of.</p>

<p>Health Centre GP</p>	<p>Minimum 3GP surgery to be provided on site as part of a 651sqm 4GP surgery to appropriate standards to serve the new community</p> <p>Land to be fully funded by the developer and transferred to /NHS England at nil cost</p>	<p>The Council will explore with NHS England and the developer partners opportunities for temporary accommodation and GP provision prior to the provision of the full requirement</p> <p>Potential for co-location within the building with dentist and pharmacy</p> <p>Possible provision as part of multi use community centre and to locate within the local centre.</p> <p>The health centre should be delivered by by 750th dwelling or in phase with the multi purpose community centre, if forming part of that facility. The progress of infrastructure delivery on the adjacent Harry Stoke development will be a material consideration in the timing of provision of infrastructure on the East of Harry Stoke allocation.</p> <p>Consider location close to Extra Care Housing and local centre</p> <p>NHS England may request to extend GP surgery at their own cost to facilitate provision of additional GP provision to servethea wider community</p>
<p>Dental Services</p>	<p>Based on one dental practice per 3,000 dwellings</p> <p>The PCT encourage major developments to market space in new local centres to dental practices</p> <p>Commercially funded without support from the NHS South Gloucestershire so would not require financial support from developers</p>	<p>Harry Stoke development combined with the new neighbourhood at land East of Harry Stoke will result in 3,200 new dwellings. Therefore space within a new local centre should be marketed for a new dental practice to serve the community here.</p> <p>Potential for co-location with retail and community infrastructure and health centre witin local centre</p> <p>Consider location close to Extra Care Housing</p>
<p>Pharmacy Contracts</p>	<p>Based on the current ratio of pharmacies in SG required in developments of 2,000+ homes</p> <p>1 Pharmacy</p> <p>Provide accommodation for pharmacies within retail or local centre</p> <p>Commercially funded without support from the NHS South Gloucestershire so would not require financial support from developers</p> <p>Trigger: TBC</p>	<p>Potential for co-location with retail and community infrastructure and health centre, within local centre</p> <p>Consider location close to Extra Care Housing</p>
<p>Optometry Contracts</p>	<p>Based on the current ratio of optometrists to residents in SG a development of 4,000+ homes would need to provide accommodation for an Optician</p> <p>Harry Stoke development combined with the new neighbourhood at land East of Harry Stoke will result in 3,200 new dwellings. Although short of the recommended 4,000</p>	<p>Potential for co-location with retail and community infrastructure and health centre within local centre</p> <p>Consider location close to Extra Care Hhousing</p>

	<p>dwelling, Provide accommodation for an optician within retail or local centre if appropriate</p> <p>Commercially funded without support from the NHS South Gloucestershire so would not require financial support from developers</p> <p>Trigger: TBC</p>	
Extra care housing	<p>Likely to generate requirement for 29 units. Onsite scheme required as part of new neighbourhood by Master Developer / Private Provider</p> <p>Cost and land take unknown</p>	<p>Could co-locate e.g. care home, health.</p> <p>ECH should be located within easy, level walking and good PT service reach of health, local retail, social facilities and quality public realm. Should be close to facilities that support older and less mobile people; aim for interaction and avoid isolation. Topography is important for walking as well as mobility scooters/buggies.</p> <p>The developers' are guided towards "Ten components for the design of housing for older people" highlighted in the HAPPI report.</p> <p>https://www.gov.uk/government/publications/housing-our-ageing-population-panel-for-innovation</p>
Affordable Housing provision	<p>35% Affordable Housing</p>	<p>Affordable housing is normally provided without any public subsidy. If there are specific factors affecting site viability, a review of all S106 contributions will be required. If this results in a lower percentage of affordable housing being provided then alternative sources of funding will be sought to deliver the 35% provision.</p> <p>The tenure and type of affordable housing sought provides a range of housing to meet identified housing need, with the aim of achieving mixed and balanced communities. Housing need is determined in reference to the West of England Strategic Housing Market Assessment (SHMA) 2009, or as updated by future assessments.</p> <p>The Council will normally seek 5% of the affordable housing to meet the wheelchair accommodation standards. The Council's wheelchair design guide is available on line at http://www.southglos.gov.uk/documents/Wheelchairunitdesignspecification.pdf</p> <p>Please note the advice relating to the Housing Standards Review on the Council website http://www.southglos.gov.uk/environment-and-planning/planning/housing-standards-review/</p> <p>The Council encourages the developer to work with a member of the Housing Delivery Panel, and in the event of the developer choosing an Affordable Housing Provider from outside this panel then the same WoE development and management standards will need to be adhered to.</p> <p>The affordable housing should be distributed across the site in clusters of no more than 6 units, unless a specific pepperpotting strategy is approved by SGC.</p>

		<p>On sites of more than 100 total dwellings, clusters may be increased up to a maximum of 12 affordable homes. However, no more than 6 affordable flats using a common entrance will be accepted.</p> <p>Phasing – the affordable housing should be built at the same time as the rest of the housing on site in line with agreed triggers as per S.106 agreement, with a detailed assessment on a site by site basis. Where development will proceed over more than one phase, the amount, type and tenure of the affordable housing in each phase will be set out in the affordable housing masterplan schedule, to be submitted for approval by the Council before determination of the first residential Reserved Matters application.</p> <p>To be delivered in phase with development, to requirements of the Affordable Housing Masterplan and the current Affordable Housing and Extra Care SPD</p>
Gypsy and Traveller provision	2 pitches of 0.2ha per pitch	On site provision of land, utilities, landscaping, secure fence, lighting and day room or financial contribution of £100,000 per pitch towards land and capital costs to provide utilities, landscaping, secure fence, lighting and day room.
Informal Recreational Open	<p>Space (11.5m² per person) 55,200 sqm</p> <p>Accessibility within reasonable travel distance 600m straight line distance equal to 12.5mins walk (max)</p> <p>If Council is to maintain the land then land to be fully funded by the developer and transferred to the Council at nil cost</p>	<p>Informal recreational open space</p> <p>Areas to be designed to incorporate grassed and landscaped areas with diversity of topography and materials for informal recreation/play, but also to incorporate areas of equipped play space, biodiversity conservation and enhancement. These areas will provide access routes for both people and wildlife, and provide key recreational active journeys through play opportunities. Areas should be free from litter and dog fouling, and have sufficient bins social seating and appropriate lighting to encourage use</p> <p>Parks and Gardens</p> <p>A landscaped area laid out and managed to high standards, which is well maintained, safe to visit and provides pleasant areas to walk, sit and relax while enjoying floral and landscape features, shrubs, trees and other natural characteristics. The area should be tidy, free from vandalism, litter and dog fouling. Appropriate facilities for the size of the site, such a paths, water features, bandstands, recreation facilities, play spaces, seats, bins, toilets, lighting</p> <p>Green Corridors</p> <p>Promote environmentally sustainable forms of transport such as walking and cycling linking areas of housing, employment and community facilities.</p> <p>To be delivered in phase with development to principles set out within over arching masterplan. The progress of infrastructure delivery on the adjacent Harry Stoke development will be a material consideration in the timing of provision of infrastructure on the East of Harry Stoke allocation.</p> <p>Suitable long term maintenance and management regimes must be secured.</p>

Natural and Semi Natural urban green Space	<p>On site provision of (15m2 per person) 72,000sqm</p> <p>Accessibility reasonable travel distance 720m straight line distance equal to 15mins walk time (max)</p> <p>If Council is to maintain the land then land to be fully funded by the developer and transferred to the Council at nil cost</p>	<p>Well managed accessible natural/semi natural environment designated and protected for wildlife and managed to encourage nature conservation and enhancement of the environment. The area should be free from litter and dog fouling and include information boards, paths, appropriate provision of bins and car parking</p> <p>To be delivered in phase with development to principles set out within over arching masterplan.</p> <p>Suitable long term maintenance and management regimes must be secured.</p>
Outdoor Sports	<p>On site provision of Facilities (16m2 per person) 76,800 sqm</p> <p>Accessibility playing pitches reasonable travel distance 1,000m straight line distance equal to 20mins walk time (max)</p> <p>If Council is to maintain the land then land to be fully funded by the developer and transferred to the Council at nil cost</p>	<p>A wide range of well-located and accessible sporting facilities which are of high quality, well drained and include associated ancillary facilities, e.g. changing rooms, toilets, adequate parking and signage. Which are well maintained and free from dog fouling and litter. Facilities will include floodlighting and all weather services where appropriate.</p> <p>Includes all outdoor sports facilities whether naturally or artificially surfaced, e.g. playing pitches, bowling greens and tennis courts. Including full sized Multi Use Games Areas (MUGAs)</p> <p>Options for dual use with primary school / community centre may be explored</p> <p>To be delivered in phase with development to principles set out in over arching masterplan. The progress of infrastructure delivery on the adjacent Harry Stoke development will be a material consideration in the timing of provision of infrastructure on the East of Harry Stoke allocation.</p> <p>Suitable long term maintenance and management regimes must be secured.</p>
Provision for Children and Young People (Play)	<p>On site provision of (2.5m2 per person) 12,000sqm</p> <p>Play opportunities need to be delivered throughout the site to meet the need of younger children and youth</p> <p>Accessibility reasonable travel distance younger children 480m straight line distance</p> <p>Accessibility reasonable travel distance youth 720m straight line distance equal to 15mins walk</p> <p>If Council is to maintain the land then land to be fully funded by the developer and transferred to the Council at nil cost</p>	<p>To be provided close to other community provision, close to residential dwellings</p> <p>Exciting, stimulating well equipped and positioned areas that provide a wide range high quality facilities including play equipment, playable landscapes, informal play areas (kick-about areas, other ball games skateboarding etc.) and hang out areas (shelters etc) as appropriate, which cater for the needs of children and young people of all ages and abilities. Facilities need to be attractive, well maintained, safe, secure, free from dog fouling and abusive graffiti and have good access.</p> <p>To be delivered in phase with development to principles set out in over arching masterplan.</p> <p>Suitable long term maintenance and management regimes must be secured.</p>
Allotments	<p>On site provision of (2m2 per person) 9,600sqm</p> <p>Accessibility reasonable travel distance 720m straight line distance equal to 15mins walk time.</p>	<p>Secure sites for the production of home-grown fruit, vegetables and flowers with adequate provision of water and electricity and accessible to people of all physical abilities. Ideally sites should include toilet facilities and have good access points for delivery/ dropping off materials/ soil ameliorants, composting</p>

	<p>250sqm full sized plot</p> <p>125sq.m. half sized plot</p> <p>109.44 full sized plots</p> <p>If Council is to maintain the land then land to be fully funded by the developer and transferred to the Council at nil cost</p>	<p>facilities, secure storage facilities and rubbish bins, and to comply with the National Society of Allotment & Leisure Gardeners Limited</p> <p>To be delivered in phase with development to principles of over arching masterplan.</p> <p>Suitable long term maintenance and management regimes must be secured.</p>
Highways and Transport	<p>Principle elements of the East of Harry Stoke Transport Package:-</p> <p>Land and Financial contributions to the North Fringe to Hengrove Package ,(including the Stoke Gifford Transport Link)</p> <p>Provision of stops on the North Fringe to Hengrove rapid transit line that passes through the development</p> <p>Connections and improvements to the local and strategic pedestrian and cycle network, including the provision of signage and way finding and the Strategic Cycle Trunk Route. Particular emphasis to be paid to links with UWE, local rail stations, secondary schools, the east/west strategic cycle route and to the open countryside and Winterbourne</p> <p>Contributions to the A4174 Ring Road scheme, and Metro bus and Metro West</p> <p>Expansion of smart ticketing opportunities</p> <p>Additional local considerations include:-</p> <p>Improvements to local bus services to create loops through the development and other bus measures</p> <p>Capital and Revenue measures as appropriate</p> <p>Improvement to the Hambrook Corridor Recreational route, protecting and enhancing wildlife corridor and providing informal play opportunities.</p>	<p>Contributions to the East of Harry Stoke transport package, including the Stoke Gifford Transport Link, will be sought via Sec 106 contributions.</p> <p>If the Council receives a planning application on East of Harry Stoke new Neighbourhood prior to the delivery of the Stoke Gifford Transport Link, the Council will consider what capacity exists within the existing highway network to absorb the proposed development.</p>
Waste	<p>Contributions towards the relocation of the SORT IT Centre and waste transfer facility in the north fringe to accommodate additional waste and recycling resulting from the planned growth, together with supplying each dwelling with waste and recycling receptacles</p>	<p>Financial contributions and delivery timing requirements will vary dependant upon dwelling mix, and build out timescales. Refer to the Council's current Waste SPD for further information</p>