Policy Title:
LP6 - North Lyde 'ecotech' Village

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**NEW**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

Policy LPS2 - Locational Strategy for South Gloucestershire makes provision for a major mixed-use development comprising 2050 dwellings and 18ha of employment land, plus supporting facilities and infrastructure on land north of Lyde Green and the M4, and east of the Westerleigh Road extending to the rail line. This contemporary village will provide a new strategic scale employment campus / extension to the Science Park, bringing more jobs closer to existing communities in the East Fringe of Bristol supported by high quality housing in an extensive landscape setting. It will also play a key role in assisting deliver new bus services and active travel infrastructure between Yate and principal urban area. This policy and supporting Concept Diagram set out the key principles of development for the new urban extension.

Policy wording

Land comprising 2 sites off the Westerleigh Road north of Lyde Green (Figure 3) will deliver a comprehensively planned employment led, net zero energy village. Acceptable Development proposals will be required to:

1. **Enhance a new Green Belt boundary along the Westerleigh Road and Oakleigh Green Farm Lane and the railway line.**

Site A will:

2. **Deliver a minimum of 130,000m^2 of mixed employment space and 1,800 dwellings including a minimum of 100 age friendly homes. At least 30% of the dwellings will be Affordable Homes and 5% will be for self and or custom build. The employment area will provide a variety of accommodation including some small low-cost affordable flexible workspaces integrated into a new local centre / high street. A minimum of 1000 dwellings and 75,000m^2 of employment accommodation will be delivered within the plan period.**
3. **Provide a high-quality mixed-use street that will link the employment zone with the residential area. It will provide office type accommodation at one end transitioning to residential at the other via a mix of uses including retail and food outlets (with office and or residential above), a community meeting space, nursery, 2FE primary school, library, youth & primary care services and age friendly accommodation.**
4. **Deliver an employment zone characterised by its high quality 'net zero' architecture in a compact campus style development with shared decked employee parking and significant tree canopy cover. Residential areas will also be characterised by development forms and appearance driven by the net zero energy ambition, including tree lined streets and space for SuDs, swales and rain gardens. Homes will predominantly be compact in form (terraces and small apartment blocks) interspersed with communal courtyard gardens, parking courts and shared space public realm.**
5. **Establish a multi-functional green and blue infrastructure network that takes an integrated approach to SuDs, landscape design & biodiversity net gain, softens views from the Pucklechurch Ridge/Visually Important Hillside, respects the local PROW network, enhances the Folly Brook corridors, provides new wetland habitat and tree lined streets, allotments, buffers homes from the motorway, pylons, oil depot and oil and gas pipelines, and the abattoir. Land north of the Westerleigh Road will be used for new wildlife habitat and allotments. A minimum of 10% Biodiversity Net Gain will be provided onsite. The extensive areas of Green & Blue Infrastructure will necessitate a collaborative approach with a range of partners to ensure the long-term maintenance burden does not fall on new residents (see policy LP29 – Stewardship Arrangements).**
6. **Meet provision for children & young people onsite including a central play park. The priority for delivering outdoor sports facilities will be to provide for a range of sports, courts and pitches (all-weather and grass) on the site. Any residual need for pitches will be provided offsite with developer funding.**

7. **Create two new vehicular access points on the Westerleigh Road and provide environmental and sustainable travel improvements including new planting, traffic calming and segregated cycleway along the Westerleigh Road between Old Foundary/Yate Jct & Jenner Boulevard Roundabout.**
8. **Promote active travel by; integration of cycle storage into the front of properties, provision of a mobility hubs in the employment zone and residential area including electric bikes & scooters for hire, a cycle repair shop or service, EV charging spaces, at least [5] car club vehicles for hire, reduced parking standards, a remodelled Henfield Lane into a greenway (active travel route) connecting to the Lyde Green Enterprise zone and Secondary School, and an enhanced Dramway and other local active travel connections to Lyde Green, Westerleigh and Yate. Travel Plans for both the residential and employment areas will be developed and implemented.**
9. **Provide utilities, active travel and vehicular connections to site B as necessary.**

Site B will:

10. **Provide a minimum of 250 dwellings (40% affordable and 5% for self and or custom build), a robust green buffer to the motorway, oil depot and pylon, provision for children and young people, allotments, improved active travel/PROW connection to land south of the motorway and proportionate contributions towards facilities on site A including the nursery, primary school, sports pitches (and ancillary amenities) and community building.**

Both Sites will:

11. **Contribute to delivery of a Strategic Transport Package including ring road bus package and local services, provide financial contributions towards Secondary Education & special education needs, primary care & waste services in the locality and provide a financial contribution towards the delivery of gypsy & traveller pitches in the district.**

    The Concept Diagram provides a framework for a future more detailed community consultation and master planning process. An Infrastructure Delivery Plan, co-ordinating master plan & strategic design code will be agreed prior to approval of any outline permission(s). Detailed phased design codes will be agreed prior to the submission of any applicable reserved matters prior to the commencement of development.

Supporting text

The proposed net zero energy 'ecotech' village benefits from its proximity to the Bristol Urban Area, the Bristol & Bath Science Park and adjoining employment areas, Henfield Lane link under the motorway to a new Secondary School at Lyde Green and cycle paths towards Yate. It therefore has the potential to be a sustainable place to live and work.

Comprising two sites it is expected that it will deliver a minimum of 2050 dwellings and a new strategic employment campus. The employment element and core of the new village will be on site A which will therefore provide the key services and amenities. Site B will provide proportionate contributions to facilities on Site A.

1. The Green Belt will be drawn back to new boundaries along the Westerleigh Road and Oakleigh Green Farm Lane and the railway line to enable the new development.
2. To provide a vibrant new village, a broad mix of employment and residential typologies will be provided. It is expected that construction will complete well after the plan period (to 2041). (Note: Age Friendly accommodation comes in a variety of models, but essentially is Homes with Care. It is also known as ExtraCare Housing, Assisted Living, Retirement Living Plus or Integrated Retirement Communities). See Policy LP16 - Age Friendly Housing & Care Homes, for more detail.
3. At the core of the village will be a vibrant street linking the employment zone with residential areas. Retail and food outlets alongside new community facilities will benefit employees, occupiers and visitors of the commercial areas as well as the new residents. A community centre (including ancillary café and facilities) and new primary school will be a key element of this new street. Buildings along this street will be vertically mixed-use and could be up to 6 storeys in height.
4. Inspired by and providing further expansion potential for the Bristol & Bath Science Park, a high-quality tech & science-based employment offer will be delivered underpinned by a clear approach to architectural appearance driven by the need to deliver net zero energy buildings. In so doing more linked building forms will be required to drive more efficient energy standards. This will necessitate reduced and different approaches to parking. A higher density more compact and greener campus style of development will therefore be delivered as opposed to typical employment campuses built in recent decades. This theme will carry through into the new residential areas, where a high-quality compact 'eco' style of development characterised by more communal space and innovative parking solutions, will create a distinctive new place.
5. Constraints around the site will necessitate new homes and businesses to be buffered by an extensive green & blue infrastructure network. There is great potential to provide a comprehensive network of habitat, recreational routes and informal recreational open spaces that provide for nature and support people's health and well-being. The site also contains a 'focus area for nature recovery' (watercourse & riparian buffers) within the West of England Local Nature Recovery Strategy (LNRS). The creation and good management of riparian habitat (floodplain wetland mosaic grassland, lowland mixed deciduous woodland & ponds) should be prioritised accordingly to receive a 15% BNG uplift. Real care will need to be given as to who undertakes and how the maintenance of these spaces is financed, ensuring it doesn't fall unduly on the new residents. Early consideration and collaboration will be required (see PolicyLP29 - Stewardship Arrangements). Land in the NE corner of the site beyond the alignment of the gas pipeline will be safeguarded as green infrastructure with potential to come forward for

development beyond the plan period.

6. The site offers the opportunity to provide a significant proportion of the equipped play requirements in a large central play park. Provision of sports facilities will prioritise a broad range of indoor and outdoor activities on courts, all-weather and grass pitches onsite, some of which could be closely associated with a new community hub in the centre of the site and the retained golf driving range facilities in the employment zone. Only when all options for delivery of the need on the site have been explored will improvements to nearby facilities offsite with financial contributions be considered.
7. Two new vehicular access points will be created off the Westerleigh Road to access the site. The Westerleigh Road will have new planting and traffic calming to reduce speeds to 30mph, between the Old Foundary/Yate junction and Jenner Boulevard to promote active travel and enable safe crossing points. A segregated cycleway will be provided along its length.
8. Long-term sustainability and efficient use of land will require active travel opportunities to be maximised. Parking standards will necessarily be lower than current (Jan 25) parking standards to enable compact forms of development with a high degree of green infrastructure to be integrated into the scheme. Henfield Lane will become an active travel connection between the new High Street, Westerleigh Road cycleway to the north and Lyde Green to the south. Mobility hubs will be provided, and homes will have convenient and generous cycle parking to promote use of nearby cycle networks which will also be improved including resurfacing of the Yate spur. A car club(s) and bus service through the site will also reduce the need for parking.

Site B

9. Site B, due to its smaller size, will have a higher net developable area and lower infrastructure burden than site A, therefore making it more financially viable. It will therefore deliver a higher % of affordable housing than site A. It will also pay proportionate contributions on facilities and amenities on site A.

Both sites

10. The new development will also need to provide financial contributions to support a new ring road bus package and local services, so improving north south connectivity between Keynsham, Yate and the north fringe communities, employment areas and amenities including Lyde Green and the Science Park. Financial contributions will be necessary to support the delivery of secondary school and special needs places in the locality, and offsite gypsy & traveller pitches.
11. As site A will deliver the critical amenities and infrastructure, planning permission for site B will be agreed no sooner than site A. Proportionate contributions (either in kind or financial) can therefore be calculated on a per dwelling basis, i.e. the package for the whole allocation will be broadly agreed with the promoter of site A and works / contributions required by site B can be apportioned and agreed in a pragmatic consultative way via an Infrastructure Delivery Plan SPD or similar. Given site B only represents about 12% of the new village and is peripheral to the main site and with the differential AH%, this approach is considered pragmatic, equitable & proportionate and can avoid protracted and complex landowner and planning agreements, although a single simple equalisation agreement between the promoters would be preferable.

12. As Site B's residents will benefit from open spaces and facilities on Site A, it is only equitable that this site contributes towards their management and maintenance. It is required therefore that the developer will collaborate and join the agreed stewardship arrangements for site A, enabling all open spaces and amenities across the 2 sites to be managed equitably. These stewardship arrangements should be carefully considered from very early in the development process and ensure public access in perpetuity.
13. CIL receipts as well as s106 contributions will need to be retained and spent locally to achieve these objectives. Contributions may be used to pay back expenditure on infrastructure, such as the Ring Road Package, if the infrastructure is delivered ahead of s106 triggers.
14. An Infrastructure Delivery Plan, master plan, strategic site wide design code and detailed phase 1 (site A) design code will be produced in consultation with local people and stakeholders prior to any detailed planning submissions to inform future development proposals.
15. The promoter (site A) will also work with the owners of the abattoir to relocate it to modern more efficient and compact premises on a new site adjacent the oil depot or other suitable location offsite. Similarly, the promoter will engage in negotiations with National Grid to underground and potentially realign the powerlines. These actions will maximise residential development capacity and enable expansion of the new village (beyond 2040).

Additions	
Key evidence	
Other relevant policies to cross-reference?	LP29 - Stewardship Arrangements LP16 - Age Friendly Housing & Care Homes LP11 - Major Sites Delivery Policy

Figure 3. New Lyde 'ecotech' Village - Concept Diagram

