South Gloucestershire Core Strategy

Filton Airfield Position Statement

June 2011
Filton Airfield Position Statement

Introduction

Purpose of Position Statement

1 On 14 April 2011, BAE Systems announced its intention to close Filton Airfield in December 2012. This announcement comes at a time when the planning framework for development in South Gloucestershire over the next 15-20 years is being established through the Core Strategy Development Plan Document. This document is at an advanced stage and is shortly to be subject to independent Examination. The Plan provides the policy framework to enable South Gloucestershire Council to plan positively – to achieve carbon reduction and climate change adaptation and mitigation – while providing sufficient growth to meet existing and future residents' needs, whilst fully respecting landscape, heritage, biodiversity and environmental assets. In this context the future of the Airfield site is a matter which the Core Strategy will need to take account of, and will be an issue for discussion at the Examination. This Position Statement therefore acknowledges:

• that the Core Strategy should recognise the impending closure of Filton Airfield;
• that the Core Strategy is sufficiently flexible to respond to this changing situation;
• major development experienced over the last 30 years has had, and is continuing to have, significant impacts on our communities and their separate identities, and they have also struggled to cope with social, community and physical infrastructure provision not having kept pace with this level of growth;
• that the existing spatial distribution of development in the Core Strategy should not be changed;
• that the Core Strategy should identify Filton Airfield as a development opportunity for a mixed use development integrated with the Cribbs/Patchway New Neighbourhood; and
• recognises that the detail of future development of Filton Airfield needs to be carefully considered and subject to community consultation;

as well as setting out how the Core Strategy could be amended.

2. PPS12 advises that, for a Core Strategy to be effective, it must be able to deal with changing circumstances and issues that arise over the time frame of the plan. It is not appropriate to leave such matters to a review. As the announcement has been made, and with the Core Strategy at an advanced stage, it is imperative that the future use of the Airfield site is considered now and that there is no delay to the Core Strategy

3. This Statement has been prepared for consultation purposes and presents policy framework options for considering the Airfield site as part of the Core Strategy. The site provides a strategic opportunity, as well as scope for greater overall flexibility in the Core Strategy’s approach to planning for growth and delivery of sustainable development. The Council's approach is a project management strategy/policy for managing the future redevelopment of the Airfield that:

- secures investment in the aerospace industry;
• supports local employment and job creation;
• creates mixed and balanced communities; and
• achieves a more integrated and comprehensively planned Cribbs/Patchway.

4. This Position Statement has been requested by the Inspector carrying out the forthcoming public Examination into the Core Strategy; and will form the basis of the Council’s position at the inquiry. The Council is therefore publishing this Statement for public consultation for a six week period and would like to hear the views of our communities, public and private partners and other interested parties. All the comments received will be collated and sent to the inspector who is conducting the Examination. Further details about how to comment and the Examination process are available on our website at www.southglos.gov.uk/corestrategy

North Fringe of Bristol Urban Area

5. Filton Airfield forms part of the area of South Gloucestershire known as the North Fringe of Bristol Urban Area (see Map 1). Due to its excellent communication links, this area has been the focus for significant growth over the past 30 or so years, and the Airfield site, which was then in a semi-rural area beyond the Bristol urban area, has been effectively surrounded on several sides by newer development. This growth has included large scale housing development at Bradley Stoke, the re-location of major employers to the North Fringe, substantial investment in the aerospace and engineering sectors, various employment and office parks, the expansion of the education sector and a major retail area at The Mall/Cribbs Causeway.

6. The North Fringe of Bristol is one of the most economically important, successful and strategic locations in the West of England, and is of both regional and national importance. The area is also recognised both nationally and internationally as a major focus for the aerospace and defence industries, which together employ over 10,000 people. Overall the area supports In the order of 70,000 jobs and, in addition to aerospace and defence, represents leading sectors in ICT, financial services, public sector and research and development. These unique characteristics and features are recognised and given prominence in the Core Strategy vision.

7. However, this growth has not been matched by essential physical and social infrastructure, and there are around twice as many jobs in the North Fringe as there are resident workers. As a consequence, there are significant in-commuting, traffic congestion and air quality problems. This congestion also affects the frequency and reliability of public transport. The pace of growth which has taken place in the North Fringe has also eroded the character and distinctiveness of the different communities in the area, and contributed to the general lack of a clear identity and sense of place around the area.

Filton Airfield

8. Filton Airfield lies between the A38, the A4018, and the communities of Filton and Patchway (see Map 2). The site extends to some 142ha. The majority of the site comprises the operational airfield which is owned by BAE Systems, together with associated buildings and hangars. The largest of these, the Brabazon hangar lies within Bristol City Council. Two of the hangars north of the main runway are listed buildings, and a third is locally listed. Adjacent to the A38, north of the main runway, is the Royal Mail sorting office.
9. Filton Airfield has been in existence for 100 years. It has the longest runway in the country, witnessed the first test flights of Concorde, and was where American soldiers injured at D-Day were transported to before being taken to Frenchay Hospital for treatment. The Airfield is used by Airbus to transport parts to their factories in France and Spain. It is also used by the air ambulance, the Avon and Somerset Police helicopter services and by private pilots.

10. Immediately to the south of Filton Airfield and fronting onto the A38 is the Airbus estate. The boundary between the two sites is marked by the Hallen freight railway link. Together with Rolls-Royce - which is close by to the east of the A38 - BAE, Airbus/GKN and MBDA make up the aerospace/defence cluster in the sub-region and employ over 10,000 workers.

11. To the north of the Airfield, on land which was formerly part of the airfield site, the Charlton Hayes mixed use development is under construction. This development is for 2,400 houses, a primary school, employment/retail opportunities and significant public open space, together with the recently completed Filton Link Road which connects The Mall to the A38. To the north west of this development is the Cribbs Causeway retail and leisure area, which includes The Mall regional indoor shopping centre, retail warehouse park, individual stores, car showrooms and the Venue leisure complex.

Current Planning Context

12. The current planning context, for the purposes of Section 38(6) of the 2004 Planning and Compulsory Purchase Act, are the 'saved' policies of both the Joint Replacement Structure Plan and the South Gloucestershire Local Plan.

Joint Replacement Structure Plan

13. The focus of the planning strategy for the North Fringe set out in the saved policies of the Joint Replacement Structure Plan is restraining the rate of economic growth in this area, through diversifying the use of employment commitments, particularly for housing, and by prioritising job creation elsewhere in the West of England. This strategy also safeguards existing employment uses and allows for their expansion.

South Gloucestershire Local Plan

14. The following saved policies of the adopted South Gloucestershire Local Plan relate to Filton Airfield.

A) Employment Policies

15. The eastern part of the airfield site lies within a safeguarded employment area under Policy E4 which includes the Airbus estate, Rolls Royce and other employment areas to the south of Airbus. This policy seeks to protect safeguarded areas from non-employment development, as these areas are considered more appropriate for employment, with provision for other uses having been made elsewhere, and because they make a valuable contribution to the local economy.

16. The operational airfield is protected under Policy E5 from development which would prejudice its authorised operation.
B) Transport Policies

17. Any proposals to introduce commercial passenger or freight flights from Filton Airfield fall to be assessed against tests of harm under Policy T14, principally environmental and traffic impacts and the impacts on existing residential areas.

C) Housing Policies

18. The northern part of the airfield site is allocated for a mixed use development under Policies H1 and M1. This site has since been named as Charlton Hayes and is under construction (see para 11). As at April 2011, 83 dwellings had been completed and 89 were under construction. The recently opened Filton Link Road connecting The Mall to the A38 lies at the southern end of the site.

Airbus

19. Planning permission was granted to Airbus in 2006 for the comprehensive phased redevelopment of their site, including a new office campus and new buildings for research development and manufacturing. In the past few weeks Airbus has confirmed its investment in the development of this new office complex, which also involves the restoration of Pegasus House, a grade II listed building in the heart of Filton.

Rolls-Royce

20. Rolls-Royce has recently completed the consolidation of its operations in Filton, re-locating to the north of Gypsy Patch Lane onto one site utilising two significant modern buildings. This has released their “East Works” site on the south side of Gypsy Patch Lane, which has planning permission for re-development for employment uses including a new hotel. This site is safeguarded for employment purposes under Policy E4.

Emerging Planning Context

West of England

21. The Joint Replacement Structure Plan, where it relates to South Gloucestershire and the South Gloucestershire Local Plan will be replaced on a phased basis by the documents which come forward in the South Gloucestershire Local Development Framework (LDF). The first of these documents relating to Filton Airfield is the Core Strategy.

22. At the sub-regional level, the four unitary authorities of Bath & North East Somerset Council, Bristol City Council, North Somerset Council and South Gloucestershire Council undertake joint working on cross boundary issues, particularly transport, planning, waste, housing supply, economic competitiveness, inward investment and skills. The documents in the South Gloucestershire LDF reflect and complement the various plans and strategies which are developed at sub-regional level by this West of England Partnership.

23. A key objective of the West of England Partnership is to enable, through positive planning, the realisation of the ambitions and potential of the whole of the West of England.
England area and the sharing of the economic prosperity which South Gloucestershire has benefited from over the last 20 years. Therefore, the spatial context for South Gloucestershire for the next 20 years, as expressed through the West of England Vision, is to achieve guided growth. A key element of this is to support economic development, rather than be the focus of economic expansion, and to continue to improve the balance between homes and jobs.

A West of England Local Enterprise Partnership (LEP) between the four unitary authorities and business has recently been established to promote sustainable economic growth and prosperity in the sub-region. It will play a key role in delivering 95,000 jobs in the area by 2030 and attracting at least £1 billion of private sector investment over the next five years. To achieve this, as expressed in the draft plan of action, the LEP is focusing on: developing workforce skills, ensuring the necessary infrastructure is in place, inward investment and support for businesses to grow, and on the key sectors in the sub-region e.g. aerospace, creative and digital, green technologies.

South Gloucestershire Core Strategy – North Fringe

25. The Core Strategy was submitted to the Secretary of State on 31 March 2011. The Core Strategy comprises a spatial vision and objectives, and a development strategy. For the North Fringe area the key objectives are:

- to safeguard and support the aerospace industry;
- to safeguard and support other key economic sectors, including defence, education and retail;
- to address the current imbalance between homes and jobs – providing more homes while enhancing the variety of jobs;
- to strengthen the character and identity of existing communities, by enhancing the green infrastructure network and breaking down physical barriers;
- to re-model and re-profile the Cribbs/Patchway area to create a new community, with improved and integrated transport and green infrastructure connections; and
- to enhance public transport and improve linkages between areas of the North Fringe.

South Gloucestershire Core Strategy – Filton Airfield

26. A number of planning policies in the South Gloucestershire Core Strategy are relevant to Filton Airfield. In essence the plan’s spatial strategy seeks to protect and safeguard the airfield while supporting the wider development objectives for the North Fringe. SGLP Policies T14, H1 and M1 are however, unaffected by the Core Strategy and will remain in force¹.

A) Employment Policies

27. Policy CS12 updates, and will replace, Policy E4, both in respect of the area safeguarded at Filton Airfield and to take account of the recent change to the government’s definition of employment as set out in PPS4. The intent of the policy is however unchanged - safeguarding the area for employment uses which fall within

¹ NB Appendix 2 of the Core Strategy lists SGLP Policy T14 to be superseded. This is incorrect and should instead be Policy E5. However, with the closure of the Airfield Policy T14 will cease to have effect as it relates to the use of the Airfield for commercial flights.
the B Use Class, rather than within the wider definition of employment, and resisting other uses. (Policy CS12 is attached at Appendix 2).

28. The safeguarded area which included Filton Airfield has been split into a number of areas, although its general extent is broadly the same. This is in recognition of the different uses and landowners. The operational airfield and Royal Mail sorting office are now identified as one safeguarded area, while the area centred around Airbus and the area around Rolls-Royce are identified as two separate safeguarded areas. The new safeguarded areas are identified on Maps PM4 – PM6 in the Proposals Map Changes Schedule dated December 2010, and are attached at Appendix 3.

29. Core Strategy Policy CS25, which sets out the vision and priorities for the North Fringe of Bristol urban area, recognises the importance of continuing to protect the operational Airfield and the aerospace cluster. However, this is within a spatial policy context which also recognises the economic and highly sustainable role of the North Fringe of Bristol.

B) Housing/New Neighbourhood

30. The Core Strategy confirms the build-out of the Charlton Hayes SGLP allocation (Policies CS15 and CS25) to the north of Filton Airfield.

31. Around the western half of the runway, the Core Strategy proposes under Policy CS26 a new mixed development neighbourhood of 1,750 houses. As currently drafted, the protection of the operational airfield and the aerospace cluster is to be an integral aspect of the design of this development, through the provision of green infrastructure and strategic landscaping.

Impact of Airfield Closure on Core Strategy

Impact on Employment Base

32. While the Core Strategy assumes the continued operation of Filton Airfield, it is not reliant on this, as the Airfield itself is not a major employer. Rather it is Airbus and Rolls-Royce, through both the numbers of people employed on their sites in the North Fringe, and through their contribution to the economy of both the local and wider area, that are the key employers in the aerospace sector in the North Fringe. Although these companies have used Filton Airfield, they are not dependent upon its continued operation. Therefore the Core Strategy’s key objective of the continued protection and support for the aerospace sector is not threatened by the impending closure of the Airfield. The spatial strategy, consequently, remains robust and relevant to support the Plan’s objectives. This Core Strategy objective will also be a key driver for the future use of the Airfield site. Further, as detailed above, the employment areas centred on Airbus and Rolls-Royce are already separately safeguarded in the Core Strategy from the Airfield runway and Royal Mail sorting office.

33. It is the Council’s understanding, that there are no land use planning implications for the Core Strategy arising from the displacement of the other users of the Airfield - air ambulance, Avon and Somerset Police helicopter services and private aircraft.
Policy Framework

34. As set out above, the western half of Filton Airfield lies adjacent, on all sides, to the Cribbs/Patchway New Neighbourhood proposal, while the Charlton Hayes development is proceeding immediately to the north of the Airfield. The New Neighbourhood proposal includes commercial/leisure growth around Cribbs Causeway. To the east of the Airfield is the surplus land belonging to Rolls-Royce which is now available for redevelopment. The Airfield, therefore, lies within an area of impending change, and the Core Strategy provides the policy framework for supporting guided growth, to meet the overall vision and objectives for the North Fringe area.

35. Policy CS25 of the Core Strategy sets out the overall policy framework for the North Fringe area, while Policy CS26 provides the more detailed policy framework for the re-development and re-profiling of the Cribbs/Patchway area. Although these policies have been drafted on the basis of the Airfield remaining operational, the master planning of the New Neighbourhood is at an early stage, so any potential re-use of the Airfield site can be taken into account. The closure of the Airfield, therefore, represents a strategic opportunity to establish the future use for the site within the policy framework of the Core Strategy and a much better way of planning the wider area – planning as an integrated whole rather than as separate parts. It also enables a further element of flexibility to be introduced into the Strategy for Development set out in the Core Strategy.

Strategy for Development and Objectives for the Communities of the North Fringe Urban Area

Responding to the Airfield announcement

36. South Gloucestershire has experienced major development over the last 30 years. This has had and is continuing to have significant impacts on the quality of life – as seen by current high levels of congestion and erosion of community identity. South Gloucestershire Council fully understands the importance of economic growth and job creation to the wealth and social health of the District. However, we also consider that growth that is not supported by the necessary investment in infrastructure, and which significantly impacts on the environmental assets and characteristics of our communities, is unlikely to deliver the intended economic benefits and may actually undermine not just these objectives being achieved, but the realisation of the wider economic benefits. The Core Strategy therefore aims to strike a balance between the need to accommodate growth and supporting infrastructure, on one hand, and the need to protect community identifies and our highly valued natural environment on the other.

37. As identified at paragraph 7 above, growth at the communities of the North Fringe of the Bristol urban area has not been matched by essential physical and social infrastructure, and there are around twice as many jobs in the North Fringe as there are resident workers. As a consequence, there are significant in-commuting, traffic congestion and air quality problems. This congestion also affects the frequency and reliability of public transport. The pace of growth which has taken place in the North Fringe has also eroded the character and distinctiveness of the different communities in the area, and contributed to the general lack of a clear identity and sense of place around the area.
38. The potential availability of the Airfield for redevelopment does however, provide an opportunity to re-appraise how the area functions and help define a long term future for the site. This may also help to deliver the wider vision and objectives for the North Fringe set out in paragraph 25, as well as introducing an element of flexibility into the policy framework of the Core Strategy, by keeping the existing spatial strategy unchanged and treating the Airfield site as a potential additional development opportunity. The Council fully understands the present issues and pressures experienced by local communities in Filton and Patchway. Having full regard to these we consider the advantages and opportunities that the Airfield presents can be summarised as:

- developing a large brownfield site in a sustainable and strategically important location;
- recognising the area’s position as a major employment area - by diversifying the employment base and improving the variety of jobs;
- opportunity to consolidate and reinforce the aerospace industry around the A38 corridor;
- addressing the current imbalance between homes and jobs;
- maintaining the separate identify and character of the Filton and Patchway communities and emerging new communities;
- including the Airfield site within the wider re-modelling and re-profiling of the Cribbs/Patchway area - to create a new mixed and balanced community better integrated and linked with existing communities;
- enhancing public transport, walking and cycling, and improving movement linkages between Filton and Patchway and between the A38 and the A4018;
- extending the North Fringe Hengrove Package bus rapid transit system into the area to provide high quality and fast rapid transit links throughout the North Fringe and into the East Fringe;
- improving other transport connections, including links to existing stations at Patchway and Parkway (shuttles) and a new railway station and passenger service on the Hallen Freight Line, which runs to the south of the Airfield;
- enhancing the role of Cribbs Causeway as a leisure/cultural destination, contributing to the longer term aim of a town centre designation;
- removing the need for buffer zones on adjoining development land to protect the operational airfield;
- reducing the need to work within the confines of restrictive covenants relating to building height in the vicinity of an operational airfield;
- opportunity to improve green infrastructure connections and linkages across the site; and
- additional capacity to meet employment and housing needs without using Green Belt land.

The Way Forward

Planning for Sustainable Growth

39. The Core Strategy identifies the housing requirement for the district up to 2026 as 21,500 dwellings. The rationale for this is based on the results of consultation with our communities and other partners and supporting technical evidence.

40. The Council considers that 21,500 dwellings balances the need to provide additional homes with the importance attached to respecting existing residents’ quality of life,
protecting the Green Belt and environmental constraints. Further details are set out in the Justification for the Strategy for Housing to 2026.

41. The Council recognises that projections of future changes to the population and economy are subject to significant uncertainties. For example, a higher rate of economic growth could result in a higher need for housing and/or employment land. Conversely, a lower rate of economic growth could have the opposite effect. There is, therefore, a case for suggesting a flexible approach, with the Airfield providing scope for additional capacity to the existing level and distribution of growth set out in the spatial strategy.

42. However, we are absolutely clear that there will be a need for further technical work and to undertake public involvement and engagement to ensure that all the views and issues raised by key stakeholders and local communities are well understood and help shape how the area might be developed in the future. It is also important to recognise that the Airfield is still operational and will continue to be so until late 2012.

Site Potential

43. The Council considers that the redevelopment of Filton Airfield should be carefully planned, taking advantage of the opportunities the site offers to contribute to the North Fringe strategic objectives, thereby avoiding a piecemeal and unplanned approach. While some form of mixed use development involving housing and employment is likely to be appropriate on the site, at this stage the scale and type of development cannot be specifically defined. This will be a matter for the Sites, Policies and Places DPD and supporting SPD. However, initial capacity studies, allowing space for associated infrastructure provision such as schools, open space, community/health facilities, etc., indicate the potential for around 3,000 – 3,500 dwellings at mid-high density, plus a reasonable amount of employment land. A higher proportion of employment land would reduce the housing figure.

Policy Framework Options

44. As set out in PPS12, the Core Strategy must be able to deal with changing circumstances and issues that arise over the time frame of the plan if it is to be effective. The Core Strategy provides the strategic principles that will underpin the planning framework for the redevelopment of the Airfield site.

45. In the context of the above, 3 options are put forward for dealing with the Airfield through the Core Strategy:

OPTION 1 – No change to the Core Strategy

As the Core Strategy has made adequate provision for employment and housing, defer consideration of the development potential of the Airfield site until the Core Strategy is reviewed.

OPTION 2 – Add as a contingency site in the Core Strategy

Recognise the Airfield as a contingency site in the Core Strategy that is suitable for development should additional land be required. This would enable the site to be available for infrastructure provision, but other development on the site would not be brought forward unless required.
OPTION 3 – Identify as a development opportunity in the Core Strategy

Recognise the Airfield as a development site, in addition to the existing sites identified in the Core Strategy, and identify it for development that should be integrated with the Cribbs/Patchway New Neighbourhood. However, development would not proceed until sufficient community consultation and engagement with BAE Systems and other interested parties, as well as technical assessment, had confirmed the most appropriate development option for the site. The Core Strategy would set out a project management style policy with the following guiding principles for development:

- secure investment in the aerospace sector;
- provide local employment;
- achieve mixed and balanced communities;
- strengthen linkages with existing and new communities;
- reinforce and enhance community identities over the wider area;
- enhance the role of Cribbs/ Patchway as a centre;
- secure the Concorde museum and the long term legacy of aviation at Filton;
- strengthen transportation and movement linkages;
- incorporate a well integrated green infrastructure network;
- recognise different lead in times for delivery of development within the wider area;
- ensure community input into the development options; and
- bring forward a detailed development framework in the Sites, Policies and Places DPD.

46. The following table assesses how the 3 Options would meet the advantages and opportunities presented by the Airfield site as set out in para 38 above².

<table>
<thead>
<tr>
<th>Positives</th>
<th>Negatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option 1 No change None</td>
<td></td>
</tr>
</tbody>
</table>

- None of the advantages and opportunities presented by the Airfield site would be realised
- Contrary to PPS12 as deferring consideration to a review of the Core Strategy
- Could put pressure on greenfield sites as the Airfield would not be available for development if additional land was required
- Longer term objectives to integrate the Airfield (i.e. take comprehensive approach) at risk as master planning of the wider area would proceed without the Airfield
- Puts partnership working with BAE Systems at risk

² The assessment excludes the opportunities for the removal of the buffer zone and the restrictive covenants, as these will occur as a result of the closure of the Airfield rather than as a result of selection of an option.
<table>
<thead>
<tr>
<th>Option 2 Contingency site</th>
<th>Positives</th>
<th>Negatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>None, unless the site brought forward for development</td>
<td>None of the advantages and opportunities presented by the Airfield site would be realised</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Unless/until CIL comes into force there is no mechanism to provide infrastructure on the site without enabling development</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Longer term objectives to integrate the Airfield (i.e. take comprehensive approach) at risk as master planning of the wider area would proceed without the Airfield</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Puts partnership working with BAE Systems at risk</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Option 3 Identify as a development opportunity site</th>
<th>Positives</th>
<th>Negatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>• All the advantages and opportunities could be realised</td>
<td>Potential impact on the West of England vision</td>
<td></td>
</tr>
<tr>
<td>• Sets out guiding principles and mechanism for taking the site forward</td>
<td>Economic and market conditions may prevent the development coming forward</td>
<td></td>
</tr>
<tr>
<td>• Allows extent of the opportunities for employment diversification, housing provision and enhancing the role of Cribbs Causeway to be worked up</td>
<td>Infrastructure requirements, costs and delivery issues, particularly transport infrastructure</td>
<td></td>
</tr>
<tr>
<td>• Provides framework for partners/communities to work within</td>
<td>Emotional attachment to the Airfield by long standing residents in Filton and Patchway and its subsequent loss could result in a negative impact on the sense of community</td>
<td></td>
</tr>
</tbody>
</table>

47. The Council’s position is that Option 3 is the preferred approach, as it has the potential to realise all of the advantages and opportunities.

Revising the Core Strategy

48. For each of the options, certain policy and text changes would be required to the Core Strategy. The specific wording and figure changes for Option 3 are set out in Appendix 1:
OPTION 1

- remove the wording in the Core Strategy which refers to safeguarding the operational use of the Airfield. This would involve amendments to Policies CS5, CS25 and CS26, as well as consequential text amendments; and
- amend Figure 6 (Cribbs/Patchway New Neighbourhood Framework Diagram) to remove the green infrastructure buffer around the Airfield in the New Neighbourhood development area, and remove references to the buffer in Chapter 12.

OPTION 2 (in addition)

- amend the Strategy for Development to recognise the Airfield as a previously developed land resource which may be required to meet development needs of the District up to 2026 and beyond, should additional land above the existing provision made in the Core Strategy be required;
- amend Policy CS5 and the supporting text to identify the Airfield as a potential contingency site to be brought forward if required.

OPTION 3 (in addition)

- amend the Strategy for Development, Policies CS5 and CS25 to identify the Airfield as a development opportunity site;
- amend Figures 5 & 6 to identify Filton Airfield as a development opportunity within the Cribbs/Patchway New Neighbourhood and identify movement linkages;
- add a new policy after Policy CS26 setting out the framework for the development of Filton Airfield;
- redefine the area safeguarded for employment purposes at Filton Airfield in Policy CS12 Table 1 as an Interim Safeguarded Site in Table 2 and amend supporting text;
- amend para 10.66 to add 8 additional Gypsy & Traveller pitches to the total number of pitches to be provided by the new neighbourhoods.

49. As a consequence of the changes to the Core Strategy, both Policies E5 and T14 of the SGLP would be superseded.

Conclusion

50. This paper has been prepared to set out the issues and options for the Core Strategy arising from the announced forthcoming closure of Filton Airfield. It will be subject to 6 weeks public consultation. The responses received will be forwarded to the Inspector conducting the Core Strategy Examination.
Consultation Questions

This Position Statement has been requested by the Inspector carrying out the forthcoming public Examination into the Core Strategy. This Statement will form the basis of the Council’s position at the Examination. The Council is therefore publishing this paper for public consultation for a six week period and would like to hear the views of our communities, public and private partners and other interested parties. All the comments received will be collated and sent to the inspector who is conducting the Examination. Further details about how to comment and the Examination process are available on our website at www.southglos.gov.uk/corestrategy

1) Do you agree that the Core Strategy should take account of the impending closure of Filton Airfield? If not, why not?

2) Which of the 3 options do you consider is the correct approach to take in the Core Strategy? If none of the options, what approach do you consider should be followed instead?

3) With Option 3, do you agree that the detail of any development proposals should be set out in subsequent plans - namely the Sites, Policies and Places Development Plan Document and supporting Supplementary Planning Document - providing a further and more detailed opportunity for extensive community involvement in their preparation? If not, what approach do you consider should be followed instead?

4) Do you have any comments on the suggested policy and text wording and figure changes to the Core Strategy set out in Appendix 1?

5). Would you like to request to appear at the Examination in relation to any comments you submit on the Position Statement?

6) Any other comments?
Map 1

- Filton Airfield/Southfield
- South Gloucestershire Unitary Boundary

Copyright South Gloucestershire Council [2011]. All rights reserved.
This map is reproduced from Ordnance Survey with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorized reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings 100023410.[2011].
APPENDIX 1

Suggested Changes to the Core Strategy for Option 3

Note to reader – We are proposing some further changes to the Core Strategy to take account of the Filton Airfield situation. These are shown as highlighted text in yellow below. Words we propose to delete are shown as strike through text (The long term) and words to be added are shown as underlined (with land at Filton Airfield). Other pieces of text which are struck through or underlined, but not highlighted in yellow (or grey), relate to the Proposed Changes and Further Proposed Changes which were published in December 2010 and March 2011 respectively and have previously been subject to public consultation.

1.37 Development in the North Fringe of Bristol is focused at two key areas. At Patchway/ Cribbs Causeway land is allocated for 2,200 dwellings/14ha of employment land at Charlton Hayes. Further strategic provision is also made for new neighbourhoods of up to 1,750 homes, local services and facilities at Cribbs Causeway and south of Filton Airfield, with land at Filton Airfield to be brought forward for development as part of the Cribbs/Patchway New Neighbourhood following further consultation and technical assessment. The second key area is West of the M32/ East of Harry Stoke where, in the first five years of the plan, a major element of the 2,600 dwellings planned to be delivered at three key sites Wallscourt Farm, Harry Stoke and land East of Coldharbour Lane will be completed. Subject to the delivery of a new transport link serving Stoke Gifford, a new neighbourhood of up to 2,000 homes is also planned in this area to come forward after 2016. Provision will also be made for a major mixed use development of 2,000 dwellings with associated infrastructure, including the safeguarding of the route for the Stoke Gifford Transport Link, on land east of Harry Stoke, extending south from Winterbourne Road to the A417 Avon Ring Road. The safeguarding of the route for the Stoke Gifford Transport Link and its construction are the exceptional circumstances in which land will be removed from the Green Belt at this location. Development of the new neighbourhood will not come forward until the programmed delivery or construction of this route has been secured. In the East Fringe of Bristol, a major mixed-use development on 177ha of land at Ememrs Green East comprising 2,750 in the region of 3,000 dwellings, a Science park and 19ha of employment is identified.

4.12 In the period post 2016, the Strategy for Development aims to integrate major new housing developments along with new transportation infrastructure to reinforce the strategic economic importance of the area whilst creating more sustainable communities including the priority neighbourhood at Patchway. The objective is to introduce additional new neighbourhoods at Cribbs/Patchway providing approximately 1,750 new homes, local services and facilities, Green Infrastructure and improved walking and cycling links.

4.13 This will be achieved by taking a comprehensive and co-ordinated approach to delivering opportunities for residential and mixed use development at Cribbs Causeway, on adjoining previously developed employment land between The Mall and Patchway, and the greenfield land to the south of Filton Airfield (off Wyck Beck Road). The long term operation of the airfield is crucial to the prosperity of the area and will be protected. It will also be important to ensure that this new development at Cribbs is integrated through the effective delivery of strategic movement and Green Infrastructure as well as integrating well with existing and planned
development at Patchway and that development south of the airfield relates well in physical and social terms with the communities of Filton, Henbury and Brentry. Filton Airfield will be developed and integrated with the Cribbs/Patchway Neighbourhood and wider area, with details of the development to be set out in the Sites, Policies and Places DPD following further consultation and technical assessment. To support development, a new transport package will provide improved connections to and between Aztec West/Bradley Stoke and the surrounding communities of Bristol.

4.14 If further land is required to meet longer term requirements, consideration will be given to reviewing the Green Belt designation on land west of the A4018. In the meantime, this land will continue to be designated as Green Belt. If such a review is required, the principal consideration will be to ensure that any development does not compromise the long term operation of Filton Airfield.

POLICY CS5 – LOCATION OF DEVELOPMENT

<table>
<thead>
<tr>
<th>In order to deliver the Strategy for Development, the framework for the location and scale of development is:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Most new development will take place within the communities of the North and East Fringes of Bristol urban area:</td>
</tr>
<tr>
<td>• To 2016, the focus will be the development of existing commitments and the remaining South Gloucestershire Local Plan allocations, together with delivery of the Greater Bristol Bus Network;</td>
</tr>
<tr>
<td>• Post 2016, new neighbourhoods will be developed at Cribbs/Patchway to create sustainable communities, and to the east of Harry Stoke, the latter dependent upon safeguarding of the route for and construction of in the event of the delivery of the Stoke Gifford Transport Link;</td>
</tr>
<tr>
<td>• Land at Filton Airfield will be developed and integrated with the new Cribbs/Patchway New Neighbourhood and existing surrounding communities. The details of this development will be set out in the Sites, Policies and Places DPD;</td>
</tr>
<tr>
<td>• Post 2020, if land is required to the west of the A4018 at Cribbs/Patchway to deliver the envisaged housing numbers in the new neighbourhood, then land will be considered for release from the Green Belt subject to environmental considerations and having no adverse impact on the operation of Filton Airfield; and …</td>
</tr>
</tbody>
</table>

Remaining text to Policy CS5 remains unchanged in respect of Filton Airfield and is available [here](#).
POLICY CS25 – COMMUNITIES OF THE NORTH FRINGE OF BRISTOL URBAN AREA

Local Development Documents and development proposals will take account of the vision and partnership priorities for the communities of the North Fringe of Bristol urban area, and will:

1. Provide housing and associated local facilities which are integrated with existing communities and in accordance with the Strategy for Development, Housing Policy CS15 and Strategic Site Policies CS26, CS27 and CS28;

2. Make provision for and contribute towards funding the North Fringe to Hengrove Rapid Transit route and an orbital bus service linking The Mall with Emersons Green and other strategic transport infrastructure, in accordance with Policies CS6 and CS7;

3. Not prejudice the continuing authorised operations of Filton airfield. Support the redevelopment of Filton Airfield as part of the Cribbs/Patchway New Neighbourhood for a mix of uses that focuses and consolidates an aerospace cluster around the A38, creates new connections across the site with surrounding communities, strengthens public transport bus and rail connections and provides facilities and services commensurate with the communities they serve;

4. Support the redevelopment of the Rolls Royce East Site for new employment uses and the provision of additional small-scale employment opportunities that enhance the variety and integration of uses in new residential neighbourhoods or existing centres;

Remaining text to Policy CS25 remains unchanged in respect of Filton Airfield and is available here

POLICY CS26 – CRIBBS / PATCHWAY NEW NEIGHBOURHOOD

At land from Charlton Common south of the Filton Airfield west to the A4018 and north of the airfield, to the commercial areas at Cribbs Causeway, including the Patchway Trading Estate, approximately 1750 dwellings in new mixed-use neighbourhoods, together with supporting infrastructure and facilities, will be provided in a comprehensively planned approach in accordance with the vision, Policy CS25 and partnership priorities for the North Fringe communities, and high quality urban design principles as set out in Policy CS1. In particular proposals will be considered in the light of the need to comprehensively plan the wider Cribbs/ Patchway area to address the identified issues of the North Fringe, in accordance with the spatial objectives of Policy CS25.

Land at Filton Airfield will be brought forward for development as part of this New Neighbourhood under Policy CS26A and the Sites, Policies and
In order to provide for the best possible integration with Patchway, Brentry & Charlton Hayes, and to assess and minimise potential impacts, development proposals should accord with the approach for preparing design documents as set out in the Council’s SCI. In particular this should emphasise creative opportunities to demonstrate an agreed Concept Statement for the entire development area. In particular, the Concept Statement and supporting evidence will set out:

- How the operational needs of the airfield and aerospace cluster will be protected;
- The proposed disposition of uses, and how the new neighbourhoods will be effectively integrated into the existing communities of Patchway, Filton and North Bristol;

Remaining text to Policy CS26 remains unchanged in respect of Filton Airfield and is available here.

12.13 The site comprises land between the railway line and airfield that stretches from Charlton Common to the A4018 (Wyck Beck Road) and the commercial areas from Catbrain Hill and Lysander Road north to the M5 and east around The Mall to the Patchway Trading Estate.

12.14 There is now a significant opportunity to re-model ageing commercial areas and bring forward land south of the airfield to develop a new community within mixed use neighbourhoods that look towards a re-profiled Cribbs Causeway retail area as a potential town centre. This opportunity presents a chance to re-model an area that has developed over the last 30 years, in a ‘plot-by-plot’ unco-ordinated way, resulting in car dominated, commercial ‘sprawl’ and assist the continued regeneration of Patchway.

12.15 Development will bring with it the opportunity to generate a new vision and co-ordinated master plans for the area, a wider mix of uses, the better integration and intensification of uses and the creation of ‘streets’ and new high quality public realm, open space and meeting places. Planning of the new neighbourhoods must, however, respect the operational needs of the airfield and aerospace cluster, being a key strategic economic drivers to the North Fringe and wider region.

12.16 The Hengrove to Bristol North Fringe Rapid Transit will form a new public transport link between The Mall and Aztec West and a new access road will serve the land south of the airfield off Wyck Beck Road. Fishpool Hill and Charlton Road will provide important foot, cycle and, potentially, public transport connections. New strategic cycleways will link Fishpool Hill to The Mall and wider area.

12.17 Land at the end of and adjacent to the runway will be used innovatively for new allotments, species rich grassland and hedgerows woodland, sports pitches and informal open space.

12.18 Given the size and location of the new neighbourhood it will be required to provide a range of local facilities and amenities to serve the new population and cycle and pedestrian connections to nearby communities, commercial, educational and recreational land uses. The Council will also work with the owners of The Mall / Cribbs Causeway retail area to investigate and provide a greater range of uses consistent with the long-term ambition to establish its role as a Town Centre.
POLICY 26A - FILTON AIRFIELD DEVELOPMENT OPPORTUNITY

Filton Airfield is identified as a development opportunity site within the Cribbs/Patchway New Neighbourhood area shown on Figure 6. Development and all necessary infrastructure should be integrated with the schemes for the emerging Cribbs/Patchway New Neighbourhood and other surrounding areas in accordance with the vision, partnership priorities for the North Fringe of Bristol, and high quality urban design principles as set out in Policy CS1.

In particular development proposals will be considered in light of the need to comprehensively plan the wider Cribbs/Patchway area to address the identified issues of the North Fringe and the spatial objectives set out in Policy CS25, while respecting the identity of the separate communities of Patchway and Filton.

The following guiding principles will apply to any new development:

- Delivering a mix of uses that recognises the existing role of the North Fringe as an economic driver, helps balance the provision of jobs and housing, and adequately serves existing and emerging communities;
- Supporting the aerospace industry;
- Achieving mixed and balanced communities;
- Achieving high quality urban design;
- Creating linkages into, across and out of the site to successfully integrate the development with the existing and emerging communities of Cribbs/Patchway, Charlton Hayes, Patchway and Filton;
- Improving movement through the site to the benefit of the surrounding local and strategic road network;
- Integrating the site into existing and new walking, cycling and public transport networks, including heavy rail;
- Reinforcing and enhancing community identities within the wider area, drawing on the historical associations and heritage assets of the site;
- Securing the Concorde museum and the long term legacy of aviation at Filton;
- Contributing towards the aspiration of a town centre at Cribbs/Patchway;
- Contributing to the achievement of a significant and well integrated green infrastructure network across the wider area; and
- Recognising the different lead in times for delivery of development within the wider area.

Details of the development will be established through consultation with local residents, BAE Systems, adjoining landowners and other interested parties, and through technical assessment, to be set out in a development framework in the Sites, Policies and Places DPD.

12.19A The existing BAE Systems operations at Filton Airfield are due to finish in December 2012. The site is of a significant size (142ha) and has the potential for redevelopment. A small area of the Airfield adjacent to the A38 is occupied by the Royal Mail sorting office and is, therefore, excluded from the proposed redevelopment area.

12.19B The Council considers that the redevelopment of Filton Airfield should be carefully planned. This should take account of the advantages and opportunities that the site offers, avoiding a piecemeal and unplanned approach, while fully recognising that
A major development experienced over the last 30 years has had, and is continuing to have, significant impacts on the communities of Patchway and Filton and their separate identities - as they have struggled to cope with social, community and physical infrastructure provision not having kept pace with the level of growth. Consultation will be undertaken with local communities, landowners and other interested parties, together with more detailed technical assessment, to establish the most appropriate type of development on the site. The development of a more detailed plan for the site will be taken forward in the Sites, Policies and Places DPD and supporting SPD.

12.19C As the Airfield sits within an area of the North Fringe of Bristol that is subject to change in the Core Strategy, with the Cribbs/Patchway New Neighbourhood and the Charlton Hayes mixed development, any development on the Airfield will need to fully integrate with these schemes, as well as with the wider area.

12.19D The size and shape of Filton Airfield means that it acts as a significant barrier to local movement and integration between communities, particularly north – south between Patchway and Filton. The potential availability of the Airfield for redevelopment provides opportunities to re-appraise how the area functions in a way which meets the wider vision and objectives for the North Fringe – creating a new mixed and balanced community better integrated and linked with existing communities, and strengthening the character and identity of Filton and Patchway through the removal of the Airfield as a physical barrier. The advantages and opportunities that the Airfield site offers include enhancing the area’s position as a major economic driver, through diversifying the employment base and improving the variety of jobs, the opportunity to consolidate and reinforce the aerospace industry around the A38 corridor and the opportunity to provide more homes.

12.19E Public transport and movement linkages between Filton and Patchway and between the A38 and the A4018 could be improved and enhanced. The North Fringe to Hengrove Package rapid transit system could be extended to serve the area providing links throughout the North Fringe and to the East Fringe. Links to the existing rail network at Patchway and Parkway, and a new railway station and passenger service on the Hallen Freight Line, which runs to the south of the Airfield, could also be included. There is also the opportunity to improve Green Infrastructure connections and linkages, particularly walking and cycling links across the Airfield site. There would also need to be some significant capacity improvements at junction 17 on the M5.

12.19F The juxtaposition of the Airfield adjacent to The Mall and Cribbs Causeway retail and leisure area, provides the opportunity for the enhancement of this area as a leisure/culture destination and for a contribution to be made to the longer term aim of designating a town centre at Cribbs/Patchway. Further, removing the need for buffer zones on adjoining development land to protect the operational airfield, as well as reducing the need to work within the confines of restrictive covenants relating to building height in the vicinity of an operational airfield, introduce greater flexibility into development options for the Cribbs/Patchway area.

**Delivery**

12.19G The development will be delivered by the private sector through the development management process. Community involvement and pre-application discussions will be in accordance with the Statement of Community Involvement. The detail of the development will be set out in the Sites, Policies and Places DPD, and development will be guided by agreement of a Concept Statement and production of detailed SPD as necessary.
### Table 1 - Safeguarded Areas

<table>
<thead>
<tr>
<th>Communities of the North Fringe of Bristol</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Almondsbury Business Park</td>
<td>8. Land West of A38 (inc.runway &amp; Royal Mail Depot)</td>
</tr>
<tr>
<td>3. Aztec West</td>
<td>9. Ministry of Defence - Abbey Wood</td>
</tr>
</tbody>
</table>

### Table 2 - Interim Safeguarded Sites

<table>
<thead>
<tr>
<th>Communities of the North Fringe of Bristol</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>47. Cribbs Causeway</td>
<td>50. Pearce/ Auto Techniques site, Hambrook Lane</td>
</tr>
<tr>
<td>48. Jupiter Road</td>
<td>51. University of the West of England Site (see Policy CS28) / Hewlett Packard</td>
</tr>
<tr>
<td>49. Patchway Industrial Estate</td>
<td>8. Land West of A38 (inc.runway &amp; Royal Mail Depot)</td>
</tr>
</tbody>
</table>

9.13 The Council has identified some existing employment areas which will be subject to review (see Table 2). These are primarily in the Cribbs Causeway/Patchway area, including Filton Airfield, where new residential neighbourhoods are proposed, and at UWE, as part of the long term expansion of the University. In the long term, alternative uses on these areas may be more appropriate, such as residential or mixed use. At Stover Road, North Road and Badminton Road, Yate the aim is to improve the range and increase the number of jobs and to create a more attractive western approach to Yate. These sites will be safeguarded until their long term future is determined through Concept Statements or the Sites and Policies Development Plan Document.

10.66 Gypsy/ Traveller pitches will be provided between 2011 and 2026 in two ways. Firstly by working with Gypsy/ Traveller families on existing sites by making more efficient use of their land, where considered suitable, for additional pitches. Secondly, through new site provision, as part of delivering the strategic new neighbourhoods. Providing extra pitches on existing, family sites could potentially generate an additional 22 residential and 8 transit pitches and it is anticipated that between 16 and 24 – 32 residential pitches could be provided as part of delivering the new neighbourhoods. The need for a single, open transit facility within the area is acknowledged and it is anticipated this can be progressed in the plan period. Further details relating to the design of Gypsy and Traveller sites will be set out in the Sites and Policies DPD.
Suggested Changes to Figure 5

1) Define Filton Airfield Development Opportunity Area
2) Correct the boundary of Filton Airfield and make consequential adjustment to Cribbs/Patchway New Neighbourhood
3) Add new Connections across Filton Airfield
Figure 6 - Cribbs/Patchway New Neighbourhood Framework Diagram (for illustrative purposes only)

Suggested Changes to Figure 6

1) Remove Green Infrastructure buffer around western half of Airfield
2) Extend boundary of New Neighbourhood Development Area to include Filton Airfield
3) Define Filton Airfield Development Opportunity Area
4) Correct the boundary of Filton Airfield and make consequential adjustment to New Neighbourhood Development Area
5) Add new Movement Connections and Green Infrastructure Connections across Filton Airfield
POLICY CS12 - SAFEGUARDED AREAS FOR ECONOMIC DEVELOPMENT

Land identified in Table 1 will be safeguarded for economic development. Proposals for change from B Use Classes to other economic development uses, including town centre uses, or to non-employment uses, will need to demonstrate that:

1. The proposal would not prejudice the regeneration and retention of B Use Classes elsewhere within the defined employment area; and

2. It can be clearly demonstrated that it would contribute to a more sustainable pattern of development in the local area as a consequence of the appropriateness of the proposed use to the location; and

3. The proposal would improve the number or range of jobs available in the local area; and

4. No suitable alternative provision for the proposal has been made elsewhere in the Local Development Framework.

Proposals for major change in the form and character of these areas should be considered through the concept statement process.

Sites identified in Table 2 will be safeguarded by this policy until their future use is resolved through endorsed Concept Statements or the Sites and Policies DPD.

Table 1 - Safeguarded Areas

<table>
<thead>
<tr>
<th>Communities of the North Fringe of Bristol</th>
<th>Communities of the East Fringe of Bristol</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Almondsbury Business Park</td>
<td>8. Land West of A38 (inc.runway &amp; Royal Mail Depot)</td>
</tr>
<tr>
<td>3. Aztec West</td>
<td>9. Ministry of Defence - Abbey Wood</td>
</tr>
<tr>
<td>4. Bristol Business Park</td>
<td>10. Old Gloucester Road, Hambrook</td>
</tr>
<tr>
<td>5. Employment Land at Filton Northfield</td>
<td>11. Parkway Business Park</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Communities of the East Fringe of Bristol</td>
<td></td>
</tr>
<tr>
<td>13. Emersons Green</td>
<td>Morley Road Area</td>
</tr>
<tr>
<td>No.</td>
<td>Location</td>
</tr>
<tr>
<td>-----</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>14.</td>
<td>Chapel Lane, Warmley</td>
</tr>
<tr>
<td>15.</td>
<td>Tower Road, Warmley</td>
</tr>
<tr>
<td>16.</td>
<td>Bristol Uniforms site</td>
</tr>
<tr>
<td>17.</td>
<td>Otley Trading Estate, Kingswood</td>
</tr>
<tr>
<td>18.</td>
<td>The Civic Centre, Kingswood</td>
</tr>
<tr>
<td>19.</td>
<td>Station Road, Kingswood</td>
</tr>
<tr>
<td>20.</td>
<td>North of Douglas Road</td>
</tr>
<tr>
<td>21.</td>
<td>Eclipse Office Park</td>
</tr>
<tr>
<td></td>
<td><strong>Yate and Chipping Sodbury</strong></td>
</tr>
<tr>
<td>22.</td>
<td>Badminton Road Trading Estate</td>
</tr>
<tr>
<td>23.</td>
<td>Beeches Industrial Estate</td>
</tr>
<tr>
<td>24.</td>
<td>Bowling Hill, Chipping Sodbury</td>
</tr>
<tr>
<td>25.</td>
<td>Broad Lane, Yate</td>
</tr>
<tr>
<td>26.</td>
<td>Council Offices, Badminton Road</td>
</tr>
<tr>
<td></td>
<td><strong>Thornbury and Rural Area</strong></td>
</tr>
<tr>
<td>27.</td>
<td>Thornbury Industrial Estate</td>
</tr>
<tr>
<td>28.</td>
<td>SGC Offices, Thornbury</td>
</tr>
<tr>
<td>29.</td>
<td>Arnolds Fields Trading Estate, Wickwar</td>
</tr>
<tr>
<td>30.</td>
<td>Old Cider Mill Trading Estate, Wickwar</td>
</tr>
<tr>
<td></td>
<td><strong>Severnside</strong></td>
</tr>
<tr>
<td>31.</td>
<td>Severnside Employment Area</td>
</tr>
</tbody>
</table>

**Table 2 - Interim Safeguarded Areas**

<table>
<thead>
<tr>
<th>Communities of the North Fringe of Bristol</th>
</tr>
</thead>
<tbody>
<tr>
<td>47.</td>
</tr>
<tr>
<td>48.</td>
</tr>
<tr>
<td>49.</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>52.</td>
</tr>
<tr>
<td>53.</td>
</tr>
<tr>
<td>54.</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>
**APPENDIX 3**

**Proposed Changes to the Proposals Map (Maps PM4 - PM6)**

<table>
<thead>
<tr>
<th>SGLP Proposals Map:</th>
<th>6</th>
<th>Site Name:</th>
<th>Land East of A38, Filton/Patchway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Plan Policy Reference:</td>
<td>Part of E4(1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Core Strategy Policy Reference:</td>
<td>CS12_6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Description:</td>
<td>Amended to include Grove Industrial Estate and North Bristol Distribution Park and to exclude the A38 and green space to the rear of Redfield Road.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

© Copyright South Gloucestershire Council [2010]. All rights reserved
This map is reproduced from Ordnance Survey with the permission of Ordnance Survey on behalf of the Controller of Her Majesty’s Stationery Office. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings 100023410 [2010].

---

28
**South Gloucestershire Council**  
**Local Development Framework**  
**Ref No:** PM5

### Changes to the Proposals Maps – Core Strategy

<table>
<thead>
<tr>
<th>SGLP Proposals Map:</th>
<th>6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Name:</td>
<td>Land West of A38 (inc. Airbus) - South</td>
</tr>
<tr>
<td>Local Plan Policy Reference:</td>
<td>Part of E4(1)</td>
</tr>
<tr>
<td>Core Strategy Policy Reference:</td>
<td>CS12_7</td>
</tr>
<tr>
<td>Description:</td>
<td>Boundary changes to include area formerly allocated for housing and other minor changes to better reflect the active employment area.</td>
</tr>
</tbody>
</table>

© Copyright South Gloucestershire Council [2010]. All rights reserved  
This map is reproduced from Ordnance Survey with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings 100023410 [2010].
<table>
<thead>
<tr>
<th>South Gloucestershire Council</th>
<th>Ref No: PM6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Development Framework</td>
<td></td>
</tr>
</tbody>
</table>

**Changes to the Proposals Maps – Core Strategy**

| SGLP Proposals Map:       | 6          |
| Local Plan Policy Reference: | Part of E4(1) |
| Core Strategy Policy Reference: | CS12_8     |
| Description:              | Separate identification from area to the south with minor amendments to boundary. |

**Site Name:**

Land West of A38 (inc.runway & Royal Mail Depot)