Appendix 2

South Gloucestershire Council

Core Strategy

Post-Submission Engagement Statement

Engagement undertaken between April and November 2011
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1.0 Introduction

1.1 A key feature of the planning system is that local planning authorities in preparing their portfolio of Local Development Framework (LDF) documents involve the community early in their preparation and continue to do so during the plan preparation.


1.3 On 14th April 2011 BAE Systems, the owners of Filton Airfield, announced their intention to close the airfield in December 2012. The future of this site is a matter which the Core Strategy will need to take into account. Following this announcement, the Inspector appointed to undertake the Core Strategy’s Examination held an Exploratory Meeting in June 2011 on the Core Strategy in order to explore a number of technical issues. Following the Exploratory Meeting, the Inspector requested by letter of 15th August and 30th September that the Council undertake some further technical work and public engagement prior to the commencement of the Examination. These letters can be viewed at www.southglos.gov.uk/corestrategy

1.4 The information provided in this report represents a factual record of advertisement and consultation/engagement conducted by the Council since submission of the Core Strategy in March 2011. Detailed assessments of the suitability of locations for development are addressed in the Sustainability Appraisal Report that accompanies the Core Strategy (available separately).

1.5 This engagement statement outlines the main consultation activities undertaken with more specific details, including results, for each activity contained in the appendices. Separate reports are available that detail the results of previous consultations. The main areas of advertisement, consultation and engagement undertaken between March and November 2011 have been:

- Regulation 30 Notification, Planning for Growth & Further Proposed Changes consultations, April 2011
- Filton Airfield Position Statement Consultation, June 2011
- Exploratory Meeting, June 2011
- Draft National Planning Policy Framework Consultation, August 2011
- Filton Airfield Further Engagement, September/October 2011
- North Fringe Stakeholder Workshops, November 2011

These are summarised in Section 2.

1.6 Please note that where this report refers to “all consultees”, this should be read as meaning all those present on the Council’s planning policy consultation database, which includes:

- All statutory (specific) consultation bodies
- Relevant interest groups, organisations, developers, planning professionals, etc
- All people or organisations that have previously made duly made representations on the Core Strategy.
- All people or organisations that have requested to be kept informed of the Core Strategy’s progress.
1.7 In addition, where this report refers to the Council writing to consultees, this includes that communication being sent via email where the recipient has an email address. Where this report refers to regulations this should be read as referring to the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2004 (as amended 2008 and 2009).
2. Public engagement, consultations and advertisement undertaken after publication of Proposed Changes to the Core Strategy in Dec 2010 and prior to publication of Post-Submission Changes in Dec 2011

1) Regulation 30 Notification, Planning for Growth & Further Proposed Changes consultations, April 2011

2.1 Regulation 30 requires the Council (*inter alia*) to notify consultees of the submission of the Core Strategy as soon as practicable after it has been submitted and of the places and times where the submission documents can be viewed.

2.2 The Council had previously written to all consultees in February 2011 to notify them of the intended submission (see the Reg 30(1)(e) Statement Appendix 2 - Consultation and Engagement Statement March 2010 - March 2011). In accordance with Regulation 30 the Council then wrote to all consultees again on 14th April to notify them that the Core Strategy had been submitted and where the submission documents could be viewed. That letter is available at Appendix 1. A statement of the fact that the submission documents were available for inspection and of the places and times at which they can be inspected was published on the Council’s website (see Appendix 2 and [http://www.southglos.gov.uk/corestrategy](http://www.southglos.gov.uk/corestrategy)), together with a schedule of all of the submission documents.

2.3 In order to join-up consultation and reduce consultation fatigue the Council also included notification of two consultations in the same letter. These were:

- **Further Proposed Changes**: representations were invited on further minor editorial and factual amendments that had been made to the Core Strategy following submission for a period of six weeks until 27th May. A schedule of the further proposed changes was made available on the Council’s website and at libraries and One-Stop Shops, with comments invited by letter or email.

- **Ministerial ‘Planning for Growth’ statement**: the Inspector requested that the Council consult on this statement in relation to the Core Strategy; comments were invited for a period of six weeks until 27th May. The statement was made available on the Council’s website and at libraries and One-Stop Shops, with comments invited by letter or email.

2.4 A local advertisement notice was placed in the Bristol Evening Post and South Gloucestershire Gazette series on 14th April to advertise the submission of the Core Strategy and those consultations. Scans of those adverts are available in Appendices 3 and 4. Information about the submission and consultations was made available at all libraries and One-Stop Shops (Appendix 5).

2.5 Responses received to these consultations were published on the Council’s website. The Council also published on its website its response to the Government regarding the Planning for Growth Statement.

2.6 The above information was made available at [http://www.southglos.gov.uk/corestrategy](http://www.southglos.gov.uk/corestrategy)

2) Filton Airfield Position Statement Consultation, June 2011

2.7 On 14th April 2011 BAE Systems announced its intention to close of Filton Airfield in December 2012. The future of this site is a matter which the Core Strategy must to take into account. The Council therefore issued a Position Statement and a supporting Sustainability Appraisal (SA) that set out possible options for how the planned closure of the airfield could be dealt with in the Core Strategy.
2.8 The Council wrote to all consultees on 16th June 2011 to invite comments for a period of six weeks on the Position Statement and SA. That letter is available at Appendix 6. The Position Statement and SA were published on the Council’s website and made available at all libraries and One-Stop Shops. A local advertisement notice was placed in the Bristol Evening Post and South Gloucestershire Gazette series on 23rd June 2011 to advertise the consultation. Scans of those adverts are available in Appendices 7, 8 and 9.

2.9 Responses received to these consultations were published in a schedule on the Council’s website. A summary report of the responses received was also published on the website and is available to view at Appendix 10.

2.10 The above information was made available at www.southglos.gov.uk/filtonairfield

3) Exploratory Meeting, June 2011

2.11 Following submission of the Core Strategy, the Inspector appointed to examine the Core Strategy requested an Exploratory Meeting with the Council in order to explore a number of technical issues prior to the commencement of the Examination. The Exploratory Meeting was held on 29th June 2011 at the Armstrong Hall in Thornbury.

2.12 The Examination Programme Officer wrote to all of those who had made duly made representations on the Core Strategy to notify them of the meeting and to give details. Those letters are available at Appendix 11, 12 and 13. A local advertisement notice was placed in the Bristol Evening Post and South Gloucestershire Gazette series on 9th June 2011 to advertise the Exploratory Meeting. Scans of those adverts are available in Appendices 14 and 15.

2.13 Prior to the meeting, the Inspector issued a number of questions to the Council in order to guide discussion, to which the Council responded. The Inspector’s questions and Council’s responses were published on the Council’s website and on the Programme Officer’s Examination webpage at www.southglos.gov.uk/examination. Following the meeting, the Inspector produced notes of the meeting which were published on the Council’s website and on the Programme Officer’s Examination webpage.

4) Draft National Planning Policy Framework Consultation, August 2011


2.15 The Council wrote to all consultees on 2nd August 2011 to advertise the consultation (letter available at Appendix 16). A local advertisement notice was placed in the Bristol Evening Post and South Gloucestershire Gazette series on 4th August 2011 to advertise the consultation. Scans of those adverts are available in Appendices 17 and 18.

2.16 Details of the consultation were published on the Council’s website and made available at libraries and One-Stop Shops (see Appendix 19), together with the Draft NPPF document.

2.17 Comments received were published on the Council’s website at www.southglos.gov.uk/corestrategy.

5) Filton Airfield and North Fringe Engagement, September - November 2011
2.18 Following the June 2011 Exploratory Meeting and on exchange of correspondence between 18th August and 2nd September, the Inspector confirmed by letter dated 30th September that the Examination would be suspended for a period of six months from the beginning of October. This was to allow the Council to conduct further technical work and public consultation in order to give more direction and detail on the future of the airfield. This correspondence was made available on the Council’s website at www.southglos.gov.uk/corestrategy and on the Examination webpage at www.southglos.gov.uk/examination

2.19 In order to structure the process the Council produced an Engagement Strategy (available at Appendix 20) which was published on the Council’s website on 16th September 2011. This outlined the methods that were going to be used to engage and consult the community, which included public exhibitions and a further invitation to comment.

Engagement Strategy – Actions completed

Letters and promotional material

2.20 The Council wrote to all consultees on 21st September 2011 to advertise the further consultation and the locations and times of staffed drop-in exhibitions. That letter is available at Appendix 21. Recipients included Bristol City Council local Ward Members, Community groups and neighbourhood planning groups in Bristol, and Safer & Stronger community links/priority neighbourhoods in South Gloucestershire.

2.21 Posters and leaflets (available at Appendix 22) were distributed to all South Gloucestershire Libraries and local libraries in Bristol, Town and Parish Councils and South Gloucestershire One-Stop Shops for them to display and make available. Posters were also displayed in local shops and public places near to the airfield within both the South Gloucestershire and Bristol City administrative areas – a list of those places is available at Appendix 23.

2.22 The Council's press release which gave all relevant details is available at Appendix 24.

2.23 Information was sent to Filton Voice, a community newsletter delivered to all households in Filton. The October edition of the newsletter contained an article regarding the airfield which gave details of the exhibitions (extract available at Appendix 25).

2.24 The Council also wrote to key companies and stakeholders on 9 November to confirm that the statements made in the Aviation Options Report (TOR/Mott MacDonald) were correct and accurately reflect their position. Where relevant they were asked to confirm if the closure of the airfield would impact on future investment, contracts, employment prospects and the overall success of the local aerospace cluster at Filton in the short, medium and longer terms. The stakeholders written to were:

- Airbus
- Rolls Royce
- GKN
- MBDA
- Eastern Airways
- MNG (Airlines)
- Titan (Airways)
- PrivatAir
- Air Livery
- Aeros
• Bristol Aero Club
• Bristol Airport
• Local Economic Partnership (LEP)
• Great Western Air Ambulance
• Western Counties Air Operation Unit (Police)
• Ministry of Defence (MOD)
• Department for Transport (DfT)
• Department for Business, Innovation and Skills

Exhibitions

2.25 The letter and advertisement material invited the public to attend staffed drop in exhibitions that were held at the following locations and times:

• **Monday 3 October** - Cribbs Causeway Business Centre, Hollywood Lane, BS10 7TW - 3pm until 7.30pm
• **Tuesday 11 October** - Patchway Locality Hub, Rodway Road, Patchway, BS34 5PE - 3pm until 7.30pm
• **Monday 17 October** - BAWA, Southmead Road, Filton, BS34 7RG - 3pm until 7.30pm.

2.26 The exhibition display material is available to view at **Appendix 26**, which was also published on the Council’s website. Response forms (**Appendix 27**) were available at the exhibitions for attendees to complete. Completed response forms were collated with responses received to the consultation via letter/email (see above).

2.27 Information about the airfield and the consultation was also made available at:

• **Bradley Stoke Leisure Centre** - Tuesday 4 October until Tuesday 11 October
• **Filton and Patchway libraries** - Tuesday 18 October until Monday 24 October
• **Southmead and Henbury libraries** - Monday 26 September until Monday 24 October

2.28 The material that was displayed at these locations is available at **Appendix 28**.

2.29 Meetings

• South Gloucestershire Council officers attended a meeting of Filton Town Council on 19th September 2011. This was also attended by BAE systems. The purpose of the meeting was to listen to the concerns of the local community and to explain the forthcoming engagement programme.
• Officers promoted the Airfield engagement through the September Priority Neighbourhoods meeting in order to fully engage them in the consultation process and to encourage the wider dissemination of information (minutes of the meeting are available at **Appendix 29**). This was followed by a meeting with a representative of the Priority Neighbourhoods Group.
• Council officers met with representative of Airbus on 10th November 2011 to discuss the future of the airfield. Email correspondence related to that meeting is available at **Appendix 30**.
• The Council held a workshop on 26th October 2011 for the business sector. The presentation given at that workshop and the notes of the outcomes are available at **Appendices 31 and 32** respectively.
Consultation responses

2.30 The letter and advertisement material invited recipients to comment on the future of the airfield by 24th October. Following closure of the consultation period the comments received were published on the Council’s website. A report summarising the responses is available at Appendix 33.

Petitions

2.31 During the consultation period online petitions were commenced on South Gloucestershire Council’s website and on Bristol City Council’s website:

http://epetitions.bristol.gov.uk/epetition_core/community/petition/1599


2.32 The petitions sought to keep the airfield open. At the time of writing (November 2011) 139 had signed the South Gloucestershire petition and 23 had signed the Bristol petition.

2.33 In addition a 527 signature petition was also presented to the Council at the end of the consultation period.

4th November 2011 North Fringe Masterplanning Workshop

2.34 This full day workshop was held to help design the planned new neighbourhoods at Cribbs/ Patchway and East of Harry Stoke. This was an opportunity to look at the areas in depth and to assess what design solutions will work best for the communities.

2.35 A variety of interest groups and stakeholders were invited to the event. The invitation list was drawn up using the Councils’ consultation databases and was discussed with local Councillors.

2.36 A summary report of the outcomes of the workshop was subsequently made available on the Council’s website.

6) Continuing Press Coverage

2.37 The Core Strategy has received significant coverage in the local press since production began in 2007. A selection of web links to on-line press articles are available in Appendix 34, categorised by which aspect of the Core Strategy they were primarily about.
Appendix 1: Regulation 30 notification letter/email

Dear Sir/Madam

South Gloucestershire Core Strategy – Submission for independent examination

South Gloucestershire Council submitted its Core Strategy Development Plan Document to the Secretary of State on 31st March 2011 for Examination. Once adopted the Core Strategy will be a key planning policy document for South Gloucestershire setting out the general location of development, its type and scale, as well as protecting what is valued about the area.

Submission documents, including the South Gloucestershire Core Strategy and other supporting documents, are available to view on the Council’s website at www.southglos.gov.uk/corestrategy

Access to the documents via the Council’s website is available at the following locations during normal opening hours:

- The Council's One-Stop Shops:
  - Yate, Kennedy Way, BS37 4DQ (access via West Walk)
  - Kingswood Civic Centre, High Street, Kingswood, BS15 9TR
  - Thornbury, Castle Street, BS35 1HF
- All South Gloucestershire libraries.

The submission documents include:

- Core Strategy: Pre-Submission Publication Draft March 2010
- Proposed Changes December 2010 and Further Proposed Changes March 2011
- Changes to the Proposals Map December 2010
- Sustainability Appraisal: March 2010 with December 2010 updates
- Statements of Consultation and Representations required under Regulation 30(1)(d) and (e).
- Copies of representations received during the March-August 2010 and December 2010-February 2011 consultation periods.
- Other supporting documents that are relevant to the preparation of the Core Strategy.

A schedule of all the documents that were submitted can be viewed at www.southglos.gov.uk/submissiondocuments

Please note that following the end of the consultation on the proposed changes to the Core Strategy in February 2011, a number of further minor editorial/factual amendments to the Core Strategy have been proposed. These can be viewed at www.southglos.gov.uk/corestrategy and any comments made to the Council by 27th May 2011, by email or letter to the addresses below.
Comments may be accompanied by a request to be notified at a specified address of the publication of the recommendations of the Inspector appointed to carry out the examination, and/or of the adoption of the DPD.

Following the recent announcement in the budget about the ‘Plan for Growth’ - [www.communities.gov.uk/statements/corporate/planningforgrowth](http://www.communities.gov.uk/statements/corporate/planningforgrowth) - the Inspector appointed to undertake the Examination has invited anyone who wishes to comment on this in relation to the Core Strategy to do so. Comments can be made to the Council by 27th May 2011, by email or letter to the addresses below.

Please be aware that comments received, including personal details, cannot be kept confidential.

For further information or assistance, please contact the Council’s Spatial Planning Team by telephone on 01454 863469, by email at planningLDF@southglos.gov.uk or by post to Spatial Planning Team, South Gloucestershire Council, PO Box 2081, South Gloucestershire, BS35 9BP.

Yours faithfully

Patrick Conroy
Spatial Planning Team Manager
Planning and Environment
Appendix 2: Regulation 30 website screenshot
Appendix 3: Regulation 30 Local Advertisement Notice text

South Gloucestershire Core Strategy
Submission to the Secretary of State for Examination

South Gloucestershire Council submitted its Core Strategy Development Plan Document to the Secretary of State on 31st March 2011 for Examination. Once adopted the Core Strategy will be a key planning policy document for South Gloucestershire setting out the general location of development, its type and scale, as well as protecting what is valued about the area.

Submission documents, including the South Gloucestershire Core Strategy and other supporting documents and information, are available to view on the Council’s website at www.southglos.gov.uk/corestrategy

Access to documents on the Council’s website is available at the following locations during normal opening hours:

- The Council's One-Stop Shops:
  - Yate, Kennedy Way, BS37 4DQ (access via West Walk)
  - Kingswood Civic Centre, High Street, Kingswood, BS15 9TR
  - Thornbury, Castle Street, BS35 1HF
- All South Gloucestershire libraries

The submission documents include:

- Core Strategy: Pre-Submission Publication Draft March 2010
- Proposed Changes December 2010 and Further Proposed Changes March 2011
- Changes to the Proposals Map December 2010
- Sustainability Appraisal: March 2010 with December 2010 updates
- Statements of Consultation and Representations required under Regulation 30(1)(d) and (e).
- Copies of representations received during the March-August 2010 and December 2010-February 2011 consultation periods.
- Other supporting documents that are relevant to the preparation of the Core Strategy.

Please note that following the end of the consultation on the proposed changes to the Core Strategy in February 2011, a number of further minor editorial/factual amendments to the Core Strategy have been proposed. These can be viewed at www.southglos.gov.uk/corestrategy and any comments made to the Council by 27th May 2011, by email or letter to the addresses below.

Following the recent announcement in the budget about the ‘Plan for Growth’ - www.communities.gov.uk/statements/corporate/planningforgrowth - the Inspector appointed to undertake the Examination has invited anyone who wishes to comment on this in relation to the Core Strategy to do so. Comments can be made to the Council by 27th May 2011, by email or letter to the addresses below.

For further information or assistance, please contact the Council’s Spatial Planning Team by telephone on 01454 863469, by email at planningLDF@southglos.gov.uk or by post to Spatial Planning Team, South Gloucestershire Council, PO Box 2081, South Gloucestershire, BS35 9BP.
Appendix 4: Bristol Evening Post and South Gloucestershire Gazette series Local Advertisement notice scans

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**South Gloucestershire Core Strategy Submission to the Secretary of State for Examination**

South Gloucestershire Council submitted its Core Strategy Development Plan Document to the Secretary of State on 31 March 2011 for Examination. Once adopted, the Core Strategy will be a key planning policy document for South Gloucestershire setting out the general location of development, its type and scale, as well as protecting what is valued about the area.

Submission documents, including the South Gloucestershire Core Strategy and other supporting documents and information, are available to view on the Council's website at www.southglos.gov.uk/corestrategy.

Access to comments on the Council's website is available at the following locations during normal opening hours:
- The Council's One-Stop Shops
  - Yate, Kennedy Way, BS37 4QG (access via Wait Walk)
  - Kingswood Civic Centre, High Street, Kingswood, BS15 9PF
  - South Gloucestershire Libraries

The submission documents include:
- Core Strategy: Pre-Submission Publication Draft March 2010
- Proposed Changes December 2010 and Further Proposed Changes March 2011
- Changes to the Proposals Map December 2010
- Sustainability Appraisal: March 2010
- Statements of Consultation and Representations received under Regulation 2001(2) (a)
- Copies of representations received during the March-August 2010 and December 2010-February 2011 consultation periods.
- Other supporting documents that are relevant to the preparation of the Core Strategy have been proposed.

These can be viewed at www.southglos.gov.uk/corestrategy and made to the Council by 27th May 2011, by email or letter to the address below. Following the recent announcement in the budget about the 'Plan for Growth' - www.communities.gov.uk/statements/corporate/planning for growth - the Inspector appointed to undertake the Examination has invited anyone who wishes to comment on this in relation to the Core Strategy to do so. Comments can be made to the Council by 27th May 2011, by email or letter to the addresses below.

For further information or assistance, please contact the Council's Spatial Planning Team by telephone on 01454 836469, by email at planningLDF@southglos.gov.uk, or by post to Spatial Planning Team, South Gloucestershire Council, PO Box 801, South Gloucestershire, BS34 8BP.
Appendix 5: Regulation 30 library and One-Stop Shop notice

South Gloucestershire Core Strategy – Briefing Note for information

South Gloucestershire Council submitted its Core Strategy Development Plan Document to the Secretary of State on 31st March 2011 for Examination. Once adopted the Core Strategy will be a key planning policy document for South Gloucestershire setting out the general location of development, its type and scale, as well as protecting what is valued about the area.

Officers have placed a notice in the local press and written to consultees to inform them that submission documents, including the South Gloucestershire Core Strategy and other supporting documents, are available to view on the Council’s website at www.southglos.gov.uk/corestrategy

Officers have also advised that the documents are available to view via internet access at the following locations during normal opening hours:

- The Council's One-Stop Shops:
  - Yate, Kennedy Way, BS37 4DQ (access via West Walk)
  - Kingswood Civic Centre, High Street, Kingswood, BS15 9TR
  - Thornbury, Castle Street, BS35 1HF
- All South Gloucestershire libraries, including the mobile library

The submission documents include:

- Core Strategy: Pre-Submission Publication Draft March 2010
- Proposed Changes December 2010 and Further Proposed Changes March 2011
- Changes to the Proposals Map December 2010
- Sustainability Appraisal: March 2010 with December 2010 updates
- Statements of Consultation and Representations required under Regulation 30(1)(d) and (e).
- Copies of representations received during the March-August 2010 and December 2010-February 2011 consultation periods.
- Other supporting documents that are relevant to the preparation of the Core Strategy.

A schedule of all submission documents can be viewed at www.southglos.gov.uk/submissiondocuments

If members of the public request internet assistance please direct them to the web addresses above. Alternatively, for further information or assistance please contact the Spatial Planning Team on 01454 863469 or by email at planningLDF@southglos.gov.uk

Please note that following the end of the consultation on the proposed changes to the Core Strategy in February 2011, a number of further minor editorial/factual amendments to the Core...
Strategy have been proposed. These can be viewed at [www.southglos.gov.uk/corestrategy](http://www.southglos.gov.uk/corestrategy) and any comments made to the Council by 27th May 2011, by email or letter to the addresses below. Comments may be accompanied by a request to be notified at a specified address of the publication of the recommendations of the Inspector appointed to carry out the examination, and/or of the adoption of the DPD.

Following the recent announcement in the budget about the ‘Plan for Growth’ - [www.communities.gov.uk/statements/corporate/planningforgrowth](http://www.communities.gov.uk/statements/corporate/planningforgrowth) - the Inspector appointed to undertake the Examination has invited anyone who wishes to comment on this in relation to the Core Strategy to do so. Comments can be made to the Council by 27th May 2011, by email or letter to the addresses below.

- Email: planningLDF@southglos.gov.uk
- Post: Spatial Planning Team, South Gloucestershire Council, PO Box 2081, South Gloucestershire, BS35 9BP.

Comments received, including personal details, cannot be kept confidential.

This note can be printed and shown to members of the public as background information if requested.

Yours faithfully

Patrick Conroy  
Spatial Planning Team Manager  
Planning and Environment
Appendix 6: Filton Airfield Position Statement consultation
letter/email

Dear Sir/Madam

South Gloucestershire Core Strategy – Options for Filton Airfield

South Gloucestershire Council submitted its Draft Core Strategy to the Secretary of State on 31st March 2011 for Examination by an independent Inspector. Once adopted the Core Strategy will be a key planning policy document for South Gloucestershire setting out the general location of development, its type and scale, as well as protecting what is valued about the area.

On 14th April 2011 BAE Systems announced its intention to close of Filton Airfield in December 2012. The future of this site is a matter which the Core Strategy will need to take into account. The Council has therefore issued a Position Statement and a supporting Sustainability Appraisal that set out possible options for how the planned closure of the airfield could be dealt with in the Core Strategy. These documents can be viewed on the Council’s website at www.southglos.gov.uk/corestrategy or at these locations during normal office hours:

- the Council’s One-Stop Shops:
  - Thornbury One-Stop Shop, Castle Street, Thornbury, BS35 1HF
  - Kingswood One-Stop Shop, Civic Centre, High Street, Kingswood, BS15 9TR
  - Yate One-Stop Shop, Kennedy Way, Yate, BS37 4DO
- South Gloucestershire libraries

If you would like to comment on the Position Statement or the Sustainability Appraisal please respond by email to planningLDF@southglos.gov.uk or post your comments to South Gloucestershire Council, Spatial Planning Team, PO Box 2081, South Gloucestershire, BS35 9BP.

We have provided a list of five questions at the end of the Position Statement and it would be helpful if you would structure your comments by responding to these questions. Please note that the public consultation period is running from Friday 17th June until Friday 29th July 2011.

Any comments received will be collated by the Council and passed to the Inspector who will take them into account during the Examination. The Council will not be formally responding to individual comments.

We anticipate that the Public Examination on the Core Strategy will be held during September/October 2011. If you would like to appear at the Examination in relation to any of the comments you submit on the Position Statement, please let us know with your comments. However, invitations to appear will be issued at the discretion of the Inspector. Also, if you
would like to be notified about the publication of the Inspector’s report, and/or the adoption of the Core Strategy, please let us know when submitting any comments.

Please note that comments received, including personal details, cannot be kept confidential. From time to time we will contact you to seek your views about other planning consultations and projects. Periodically, you will also be invited to give us your views about our service. For further information or assistance, or if you would like to be removed from our mailing list, please contact the Spatial Planning Team on 01454 863469 or by post or email to the addresses given above.

Yours faithfully

Patrick Conroy
Spatial Planning Team Manager
Planning and Environment
Appendix 7: Filton Airfield Position Statement local advertisement notice

South Gloucestershire Core Strategy
Filton Airfield consultation

South Gloucestershire Council is preparing the Core Strategy which when adopted will be the main planning document for guiding and managing new development and change in South Gloucestershire up to 2026. The Council submitted the Core Strategy for independent examination in March 2011.

On 14\textsuperscript{th} April 2011 BAE announced its intention to close Filton Airfield in December 2012. The future of this site is a matter which the Core Strategy will need to take account of. The Council has therefore issued a Position Statement that sets out possible options. The Position Statement and supporting Sustainability Appraisal can be viewed on the Council’s website at www.southglos.gov.uk/corestrategy or at these locations during normal office hours:

- the Council's One-Stop Shops:
  - Thornbury One-Stop Shop, Castle Street, Thornbury, BS35 1HF
  - Kingswood One-Stop Shop, Civic Centre, High Street, Kingswood, BS15 9TR
  - Yate One-Stop Shop, Kennedy Way, Yate, BS37 4DO
- South Gloucestershire libraries

Comments can be made on the Position Statement and its Sustainability Appraisal until Friday 29\textsuperscript{th} July 2011. Comments should be emailed to planningLDF@southglos.gov.uk or posted to: South Gloucestershire Council, Spatial Planning Team, PO Box 2081, South Gloucestershire, BS35 9BP.

Comments may be accompanied by a request to be notified at a specified address of the publication of the recommendations of the Inspector appointed to carry out the examination of the Core Strategy, and/or the adoption of the document. Please note that comments received, including personal details, cannot be kept confidential. For further information please contact the Spatial Planning Team by telephoning 01454 863469 or emailing planningLDF@southglos.gov.uk
Appendix 8: Filton Airfield Position Statement local advertisement notice scan – Bristol Evening Post
Appendix 9: Filton Airfield Position Statement local advertisement notice scan – South Gloucestershire Gazette Series
Appendix 10: Summary Report of comments received on the Filton Airfield Position Statement

Comments Received on the Filton Airfield Position Statement

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. Therefore, in June the Council issued a Position Statement that set out possible options for how the planned closure of the Airfield could be dealt with in the Core Strategy.

2. 3 options were 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 together with a number of guiding principles for development.

3. The Position Statement was subject to public consultation for six weeks ending on 29th July, although comments received after this date have also been accepted. The Statement posed six questions for consultation responses to focus on. All the comments received have been collated and sent to the Inspector who is conducting the Core Strategy Examination. They are also available to view here.
Summary of Responses

4. 125 responses have been received to the consultation on the Filton Airfield Position Statement, of which about two thirds are from members of the public. The other responses are from parish and town councils, local councillors and political groups, statutory consultees, interest groups, developers and agents. These include BAE Systems, West of England Local Enterprise Partnership, Highways Agency, Environment Agency, Bristol City Council, Filton Town Council, ward councillors and South Gloucestershire Council political groups.

5. The responses fall into 5 categories:

<table>
<thead>
<tr>
<th>No. of Responses</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>54</td>
<td>43% Opposed to the closure of the Airfield in the absence of any justification or evidence</td>
</tr>
<tr>
<td>39</td>
<td>31% General support for Option 3</td>
</tr>
<tr>
<td>26</td>
<td>21% Points of detail/suggested alternative uses for Airfield</td>
</tr>
<tr>
<td>4</td>
<td>3% Opposed to reliance on Airfield to address perceived housing shortfall in Core Strategy</td>
</tr>
<tr>
<td>2</td>
<td>2% No comments</td>
</tr>
</tbody>
</table>

6. Opposed to the closure of the Airfield
43% of respondents, mainly members of the public, but including Bristol City Council and local town councils, are opposed to the decision of BAE Systems to close the Airfield, in the absence of evidence to show that every effort has been made to find a new owner, or to develop the airfield as a viable commercial operation. Understandably, particular concerns have been raised as to the longer term viability of the aerospace industry in Filton without a runway close by, and the consequent impact this would have on the local economy.

7. General support for Option 3
31% support the Option 3 approach, which is that the Airfield should be identified for development in the Core Strategy, although 14 responses consider that the Airfield should be a replacement for the North Yate New Neighbourhood and development in rural areas / Green Belt.

8. Developers of various parts of the Cribbs/Patchway New Neighbourhood are generally supportive, provided that their development is not delayed or prejudiced.
9. **Points of detail/suggested alternative uses for the Airfield**
21% of responses didn’t respond to the questions in the Position Statement, but rather made specific comments about development under Option 3 or suggested other forms of development for the Airfield. Similar comments were also made by a few of the respondents supporting Option 3.

10. **Comments made include:**

- Principal use of Airfield should be for employment
- Provide for high quality jobs and consolidate the aerospace cluster (LEP)
- Airfield not appropriate for large scale manufacturing/warehousing
- Look at variations of development options including higher proportion of employment (Bristol City Council)
- Principal use of Airfield should be for housing
- Opportunity to provide affordable housing
- Support for an aviation heritage museum to house both Concorde and the Bristol Aero Collection
- Support for the Great Western Air Ambulance retaining a base on the site
- Require passenger use of Avonmouth-Henbury rail line and other rail improvements (e.g. Filton to Avonmouth rail link)
- Opportunity to create and enhance GI network
- Take account of impact on existing communities including Southmead and Henbury/Brenty
- Protect existing rail infrastructure (Network Rail)
- Surface water drainage strategy and contamination remediation strategy required (Environment Agency)
- Support provision of gypsy and traveller pitches (National Federation of Gypsy Liaison Support Groups)
- Maintain a walking link across the site between Bristol and The Mall
- Alternative uses for the site - exhibition/concert venue, wind farm, woodland/GI, park and ride.
- Recognise East Works site as key employment site (Rolls-Royce)

11. **Opposed to reliance on Airfield**
Four responses were made by developers promoting alternative Core Strategy sites. They oppose reliance on the Airfield by the Council to address the perceived housing shortfall in the Core Strategy in the absence of a proper review of all sites, lack of evidence to demonstrate that the Airfield is suitable and deliverable, and concern about the level of development now being proposed for this area of the North Fringe.

**Role of Policies, Sites and Places DPD**

12. There was a mixed response to Question 3, with those opposed to the loss of the Airfield not agreeing with the question, while those who agreed with Option 3
generally agreeing that the detail of the development of Filton Airfield should be set out in the Policies, Sites and Places DPD. Of those who qualified their reason for agreeing, the main reason was to allow time for the necessary technical work and consultation to be undertaken.

13. Of those who don’t agree, BAE Systems consider that the Airfield should be identified as a strategic mixed use allocation with details to be set out in a Concept Statement and SPD, consistent with the approach being taken in the Core Strategy for the new neighbourhoods.

14. Bristol City Council considers that the Core Strategy should establish the broad principles for development of the Airfield and that there should be greater clarity and certainty in the Core Strategy than is currently shown by Option 3, particularly in relation to defining proposed land uses and setting clear priorities.

15. Persimmon Homes and Ashfield Land question the need for a DPD instead of SPD, as there appears to be little difference between the way Policies CS26 and CS26A are being defined.

Suggested changes to the Core Strategy

16. As with Question 3, those opposed to the loss of the Airfield and its identification for redevelopment do not agree with the suggested changes to the Core Strategy. Specific comments on the suggested wording changes were mainly from interest groups, statutory consultees, agents and developers. These comments include:

- Retain principles behind deleted para 12.17 (Natural England, CPRE)
- Add more references to GI (Avon Wildlife Trust)
- Add commitment to joint working with Bristol City Council and Bristol wards
- Combine Policies CS26 and CS26A (BAE Systems)
- Clarify status and purpose of Figure 6
- Amend Policies CS26 and CS26A to bring forward redevelopment of Patchway Industrial Estate first, then the Airfield, and reference to the farmland to the south and west of the airfield accommodating new housing should be removed (Jones Lang LaSalle).
- Be more explicit about timescales for delivering development under Policies CS26 and CS26A with land to south of Airfield first, and Airfield and land at Cribbs Causeway later (Persimmon Homes & Ashfield Land)
- Refer to Filton Airfield as an extension to the Cribbs/Patchway New Neighbourhood, rather than as an integrated part
- Remove references to Policies, Sites and Places DPD
- Remove Filton Airfield from the New Neighbourhood boundary on Figure 5
- Re-establish Charlton Village – add to Policy CS26A the aim of establishing a new “village” within the development area with its own special sense of identity and stand alone facilities and infrastructure (CPRE)
Policy 26A guiding principles specific enough to provide a clear picture of the development to be delivered, but doesn’t reconcile the potentially conflicting objectives of addressing the housing/jobs balance, supporting the aerospace industry and diversifying the employment base (Bristol City Council).

Change to the status of Land West of A38 (inc. runway and Royal Mail) from “Safeguarded” to “Interim Safeguarded” site creates uncertainty by neither safeguarding the site, nor allocating it for a specific use.

References to town centre at Cribbs Causeway and leisure/cultural facilities on Airfield likely to expand the role of Cribbs Causeway as an out-of-centre regional shopping destination - liable to divert trade from established local, district and town centres and from Bristol City Centre. (Bristol City Council).

Development of Airfield presents many opportunities – this should be recognised in policy wording (Environment Agency)

Query why gypsy and traveller residential pitch provision has been increased in para 10.66

Other Comments

17. There is widespread support for further public consultation on proposals for the Airfield, and for this to include the communities within Bristol, specifically Southmead, Henbury and Brentry. Also there are calls for the Council to involve Bristol City Council in any decisions on the Airfield.

Next Steps

18. In his letter of 15th August, the Inspector conducting the forthcoming Core Strategy Examination set out his view on how the Core Strategy should be dealing with the Airfield in the event that it comes forward for redevelopment. The Council has responded in a letter dated 2nd September, setting out the following actions to be taken prior to commencement of the Examination:

- Further public and stakeholder engagement
  - Drop-in Exhibitions during October
  - Workshops early November

The details of this engagement programme are available here.

- Make changes to the Core Strategy
  - Set out the role and approach to redeveloping the Airfield
  - Set out the Vision and spatial objectives for the development
  - Identify the form, scale and delivery of the development
  - Re-cast Policies CS25 and CS26 (combine with Policy C26A)
  - Prepare a supporting Concept Plan
Public consultation on changes to the Core Strategy December 2011/January 2012
Appendix 11: Programme Officer notification of Exploratory Meeting

South Gloucestershire Local Development Framework
Core Strategy DPD Examination

Inspector: Paul Crysell BSc MSc MRTPI
Kath Thorne
Programme Officer
South Gloucestershire Council
PO Box 2081
South Gloucestershire
BS35 9BP
Telephone: 01454 863742
Programme.Office@southglos.gov.uk

3 June 2011

Dear Representor

Exploratory Meeting – South Gloucestershire Core Strategy DPD

The Inspector has undertaken a preliminary assessment of the Core Strategy, supporting documentation and representations and he has a number of concerns relating to the soundness of the document. Therefore, in order to inform the way forward for the Examination, the Inspector has called an Exploratory Meeting (EM).

This will start at 14.00hrs on Wednesday 29 June 2011 and be held at: the Council Offices, Nibley Court, Westerleigh Business Park, 3 Turner Drive, Yate, BS37 5YU.

A draft agenda for the meeting is attached. The Inspector will set out his concerns in more detail once he has had regard to the responses received to the most recent round of consultation on Further Proposed Changes and ‘Plan For Growth’ Budget Announcement carried out by the Council. He will also invite the Council to provide a reply prior to the EM.

At the meeting the Inspector will not take any formal evidence in respect of the Core Strategy itself, nor consider in detail its policies, as these would be matters for discussion at hearing sessions if the Examination were to proceed. This means that there will be no consideration or discussion at the meeting of the merits of the various housing and employment sites, either those allocated or of any alternative sites.

Please either telephone or email me by 17th June to let me know if you will be attending the EM so that I can ensure adequate seating is provided.

Part of the aim of the EM is to avoid the wasted time, effort and expense of all parties in continuing with the Examination if it is likely that the Core Strategy would subsequently be found unsound. More details about the purpose of an EM and the possible outcomes from such a meeting are explained in section 9 on page 32 of the Planning Inspectorate’s publication “Examining Development Plan Documents: Procedure Guidance” of August 2009. This can be found at:

No further representations are required since views on the soundness of the plan have already been submitted in response to the previous public consultation.

The Inspector is continuing to read the papers and any other concerns he identifies, or replies from the Council on his concerns, will be published on the Core Strategy web site: South Gloucestershire Core Strategy - South Gloucestershire Council.

The Exploratory Meeting is open to the public to attend and observe and at the Inspector’s discretion to speak, however, the Inspector will primarily be looking to the Council’s representatives to address him on the matters of concern. It may be that some particular decisions of principle will have to wait until after the EM so that the Council can fully consider them. A note of the meeting will be published soon afterwards on the Core Strategy web site. I will contact you again when it is known if and when the Examination will proceed.

The venue for the meeting at Nibley Court in Yate is accessible to the disabled. A map showing its location is viewable via the web link below:

http://www.bing.com/maps/?lvl=15&where1=BS375YU,%20UK&FORM=MMREDR

If you have any queries at this stage please do not hesitate to contact me.

Yours faithfully

Kath Thorne
Programme Officer

Enc: Copy of Draft Agenda
Dear Sir/Madam

Re: Note from the Inspector regarding the Exploratory Meeting 29 June

I previously wrote to you on the 3 June indicating that the Inspector holding the Examination into the South Gloucestershire Core Strategy intended to hold an Exploratory Meeting on the 29 June. Included with that letter was a draft agenda for the meeting. The Inspector has now confirmed that he intends to follow that agenda.

For the purposes of the meeting, the Inspector has produced a short note indicating those areas where he has particular concerns or where he is seeking clarification on some points to which he has invited the Council to respond. The note, together with the Council’s responses will be placed on the Council’s website in due course www.southglos.gov.uk/corestrategy.

The Exploratory Meeting will be held in the Council Offices (Council Chamber), Nibley Court, Westerleigh Business Park, 3 Turner Drive, Yate, BS37 5YU. A map showing its location is viewable via the web link below:

http://www.bing.com/maps/?lvl=15&where1=BS375YU,%20UK&FORM=MMREDR.

As previously indicated, there is restricted parking at Nibley Court, however, there are good bus links available with stops convenient for the venue and limited parking at Yate Railway Station close by. Please contact me if you require further details.

Yours faithfully

Kath Thorne
Programme Officer

Enc: Copy of note from Inspector
Dear Sir/Madam

Re: Exploratory Meeting 29 June – Change of Venue

Further to my letter dated 16 June regarding the above meeting, I am writing to advise you that the venue for this meeting has had to be changed for health & safety reasons in view of the number of people who wish to attend.

Please see below final details for this meeting, including the new venue:-

Date: 29 June 2011

Time: 14:00hrs

Venue: The Armstrong Hall, Chapel Street, Thornbury, BS35 2BJ (venue accessible to the disabled)

Please note there is no wireless connection available at Armstrong Hall.

A map showing the location is viewable via the following web link Google Maps.

Car Parking is available close by, details of which can be found by accessing the web link below:

Thornbury Parking - Car Parks, Street Parking, Private Garages

If you have any further queries, please do not hesitate to contact me.

Yours faithfully

Kath Thorne
Programme Officer
Appendix 14: Notification of Exploratory Meeting – Bristol Evening Post scan
Dear Sir/Madam

South Gloucestershire Core Strategy - Consultation on the Draft National Planning Policy Framework

South Gloucestershire Council submitted its Core Strategy Development Plan Document to the Secretary of State on 31 March 2011 for Examination. Once adopted the Core Strategy will be a key planning policy document for South Gloucestershire, setting out the general location of development, its type and scale, as well as protecting what is valued about the area.

Following the Government’s publication of the Draft National Planning Policy Framework on 25 July 2011, the Inspector appointed to undertake the Core Strategy’s Examination has invited anyone who wishes to comment on this in relation to the Core Strategy to do so.

The Draft National Planning Policy Framework has been published as part of the Government’s planned reforms to the national planning system. It intends to condense the current large number of national guidance documents, policy statements and some circulars into a single National Planning Policy Framework document for England.

Comments on the Draft National Planning Policy Framework can be made to the Council’s Spatial Planning Team between Thursday 4th August and Friday 16th September 2011, by email or letter to:

- planningLDF@southglos.gov.uk
- Spatial Planning Team, South Gloucestershire Council, PO Box 2081, South Gloucestershire, BS35 9BP

The Draft National Planning Policy Framework document and the South Gloucestershire Core Strategy, together with other supporting documents and information, are available to view on the Council’s website at www.southglos.gov.uk/corestrategy

The documents are also available to view at the following locations during normal opening hours:

- The Council's One-Stop Shops:
  - Yate, Kennedy Way, BS37 4DQ (access via West Walk)
  - Kingswood Civic Centre, High Street, Kingswood, BS15 9TR
  - Thornbury, Castle Street, BS35 1HF
- All South Gloucestershire libraries
Any comments received will be collated by the Council and passed to the Inspector who will take them into account during his Examination of the Core Strategy. The Council will not be formally responding to individual comments.

If you would like to be notified about the publication of the Inspector's report, and/or the adoption of the Core Strategy, please let us know when submitting any comments.

Please note that comments received, including personal details, cannot be kept confidential. If you comment from time to time we will contact you to seek your views about other planning consultations and projects. Periodically, you will also be invited to give us your views about our service.

For further information or assistance, or if you would like to be removed from our mailing list, please contact the Spatial Planning Team on 01454 863469 or by email to planningLDF@southglos.gov.uk

Yours faithfully

Barbara Maksymiw
Head of Planning and Environment
South Gloucestershire Council
Appendix 18: Draft National Planning Policy Framework consultation advert Gazette series scan
South Gloucestershire Core Strategy - Consultation on the Draft National Planning Policy Framework

N.B. This memo can be shown to members of the public for information

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- Spatial Planning Team, South Gloucestershire Council, PO Box 2081, South Gloucestershire, BS35 9BP

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Regards

The Spatial Planning Team
South Gloucestershire Council
Appendix 20: Filton Airfield Engagement Strategy
South Gloucestershire Council

Engagement Strategy for Filton Airfield and the wider Bristol North Fringe areas around Cribbs Causeway/Patchway and Harry Stoke/Abbeywood

**Purpose**
To engage with local people, Partners and stakeholders on future policy and proposals for Filton Airfield and for developments within the wider Bristol North Fringe areas around Cribbs Causeway/Patchway and Harry Stoke/Abbeywood.

**Core Strategy Engagement to date – Summary**

<table>
<thead>
<tr>
<th>Issues and Options</th>
<th>2 May to 11 July 2008</th>
<th><a href="#">Issues &amp; Options Engagement Statement</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>North Fringe Workshops</td>
<td>2 December 2009</td>
<td><a href="#">North Fringe workshop report</a></td>
</tr>
<tr>
<td>Pre-submission publication draft</td>
<td>March 2010</td>
<td><a href="#">Pre-Submission Publication Draft</a></td>
</tr>
<tr>
<td>Proposed changes and further proposed changes</td>
<td>December 2010 and March 2011</td>
<td><a href="#">Proposed Changes</a></td>
</tr>
<tr>
<td>Cribbs/Patchway New Neighbourhood Workshops</td>
<td>3 March 2011</td>
<td><a href="#">Cribbs/Patchway New Neighbourhood Workshops</a></td>
</tr>
</tbody>
</table>

**Filton Airfield**

BAE Announcement – 14\(^{th}\) April 2011
SGC Position Statement and Consultation – June and July 2011 – [SGC Position Statement](#)

**Letter from Core Strategy Inspector following Exploratory meeting dated 15\(^{th}\) August** - [Inspectors Letter](#)
South Gloucestershire Council’s response to Inspector’s letter dated 2\(^{nd}\) September 2011 - [South Glos response](#)
Proposed Future Engagement - Strategy

Targets

1. Undertake Drop-in exhibitions and Concept Statement Workshops as detailed below.
2. Draft post submission Core Strategy policy changes and Concept Statement and make available for 6 weeks public consultation by end of November/early December.
3. Suitably collate responses received and pass to Inspector in advance of EiP (i.e. by end of January 2012).

<table>
<thead>
<tr>
<th>Key dates and actions</th>
<th>Action</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Filton Town Council Public meeting: 19th September</td>
<td>FTC, BAE Systems and SGC</td>
<td>19 September</td>
</tr>
<tr>
<td>Airfield and Local Area Drop in Events and consultation – 3rd – 17th October</td>
<td>SGC</td>
<td>3rd – 17th October</td>
</tr>
<tr>
<td>- Cribbs/Henbury area – Cribbs Causeway Business Centre (Hollywood Tower) - 3rd October - 3pm – 7.30pm</td>
<td>SGC</td>
<td>3rd – 17th October</td>
</tr>
<tr>
<td>- Patchway area – Severn Vale Locality Hub - 11th October - 3pm – 7.30pm</td>
<td>SGC</td>
<td>26th September – 24th October</td>
</tr>
<tr>
<td>- Filton/Bristol area - BAWA – 17th October - 3pm – 7.30pm</td>
<td>SGC</td>
<td>26th September – 24th October</td>
</tr>
<tr>
<td>Unstaffed displays: Bradley Stoke Leisure Centre – from Tuesday 4th October until Tuesday 11th October. Filton and Patchway Libraries - after last drop in event on 17th October until 24th October. Bannerstands providing information of events - Southmead and Henbury libraries</td>
<td>SGC</td>
<td>26th September – 24th October</td>
</tr>
<tr>
<td>Workshops – To involve key stakeholders in developing key principles for development in the Patchway/Cribbs Causeway and Abbeywood/East of Harry Stoke areas.</td>
<td>SGC</td>
<td>2nd November</td>
</tr>
</tbody>
</table>
**Purpose of Exhibitions**

1. Provide a summary of consultation responses from the Position Statement consultation.
2. Feedback and respond to Airfield Issues raised by Inspector i.e. Core strategy context and timeline for decisions.
3. Listen to local opinion - Outputs will form input to visioning work and policy development.
4. Current operation of Airfield – key buildings etc. Ideas and questions received to date. Invite further comment on future use of site as an airfield to inform visioning and concept work.
5. Alternative uses of airfield – summary of options suggested to date – Invite further comment on/suggestions.
6. Explore ‘Community Issues’ for future development in the area (not just airfield) e.g. local linkages etc.

<table>
<thead>
<tr>
<th>Drop-in Events Pre - Publicity</th>
<th>Action</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Publish engagement/consultation strategy</td>
<td>SGC</td>
<td>By 16th September</td>
</tr>
<tr>
<td>Consultation to run from Monday 26th September – Monday 24th October (4 weeks)</td>
<td>SGC</td>
<td>19th – 23rd September</td>
</tr>
<tr>
<td>Website updates to Filton airfield webpage and link</td>
<td>SGC</td>
<td>19th – 23rd September</td>
</tr>
<tr>
<td>Press releases</td>
<td>SGC</td>
<td>19th – 23rd September</td>
</tr>
<tr>
<td>Letters to:</td>
<td>SGC</td>
<td>By 26 September</td>
</tr>
<tr>
<td>- Stakeholders/partners from SGC consultation database</td>
<td>SGC</td>
<td>By 26 September</td>
</tr>
<tr>
<td>- South Glos Elected Members and Town &amp; Parish Councils</td>
<td>SGC</td>
<td>By 26 September</td>
</tr>
<tr>
<td>- BCC Local Ward Members, Community groups /neighbourhood planning groups in Bristol</td>
<td>SGC</td>
<td>By 26 September</td>
</tr>
<tr>
<td>- Safer &amp; Stronger community links/priority neighbourhoods in South Glos</td>
<td>SGC</td>
<td>By 26 September</td>
</tr>
<tr>
<td>Leaflets and Posters to be sent to:</td>
<td>SGC</td>
<td>By 26 September</td>
</tr>
<tr>
<td>- Libraries and mobile library (despatch days Wed and Fri)</td>
<td>SGC</td>
<td>By 26 September</td>
</tr>
<tr>
<td>- Council One Stop shops.</td>
<td>SGC</td>
<td>By 26 September</td>
</tr>
<tr>
<td>- Town &amp; Parish Councils</td>
<td>SGC</td>
<td>By 26 September</td>
</tr>
<tr>
<td>- Other suitable locations – (including Bristol)</td>
<td>SGC</td>
<td>By 26 September</td>
</tr>
</tbody>
</table>
Appendix 21: Filton Airfield Engagement notification letter/email

Dear Sir/Madam

South Gloucestershire Core Strategy - Filton Airfield Public Consultation

On 14 April 2011 BAE Systems announced its intention to close Filton Airfield in December 2012. In response to this the Council issued a Position Statement and a supporting Sustainability Appraisal on 16 June 2011 with comments invited by 29 July 2011. This set out options for how the planned closure of the airfield could be dealt with in the Core Strategy. These documents and the responses received can be viewed on the Council's website at www.southglos.gov.uk/filtonairfield

The Inspector undertaking the Core Strategy Examination in Public has decided that some additional work needs to be undertaken to give more direction and detail to any further development proposals. Further details are available on our website at www.southglos.gov.uk/corestrategy

As a result of this and the widespread support received as part of the Position Statement consultation for further public engagement, we are holding a series of public exhibitions about the airfield during October. The Council wants to listen to what local people have to say both about the proposed closure and potential options for redevelopment.

Staffed exhibitions

Drop in exhibitions will be held at the following locations and times:

- **Monday 3 October** - Cribbs Causeway Business Centre, Hollywood Lane, BS10 7TW - 3pm until 7.30pm
- **Tuesday 11 October** - Patchway Locality Hub, Rodway Road, Patchway, BS34 5PE - 3pm until 7.30pm
- **Monday 17 October** - BAWA, Southmead Road, Filton, BS34 7RG - 3pm until 7.30pm.

Unstaffed exhibitions

Information will also be available at:

- **Bradley Stoke Leisure Centre** - Tuesday 4 October until Tuesday 11 October
- **Filton and Patchway libraries** - Tuesday 18 October until Monday 24 October
- **Southmead and Henbury libraries** - Monday 26 September until Monday 24 October

The exhibitions will summarise the feedback from the Position Statement consultation and provide a further opportunity to give us your views on the future of Filton airfield, as well as wider community issues in the locality. This will include further information about why BAE have made the decision to close the airfield. The exhibition material will also be available to view on our website from Monday 3 October at www.southglos.gov.uk/filtonairfield.
We are particularly interested to hear what you think about the following questions and it would be helpful if responses were structured in this way:

1. Do you accept that the closure of Filton Airfield is the only realistic option? Yes / No
2. If No to 1) above, what would you suggest as a way to keep the Airfield viable? Do you have any information to support this?
3. If Yes to 1) above, how do you think the Airfield should be reused/redeveloped? What would you wish to see included in the redevelopment?

Please respond by email to planningLDF@southglos.gov.uk or by post to South Gloucestershire Council, Spatial Planning Team, PO Box 2081, South Gloucestershire, BS35 9BP. Comments received will be collated by the Council and will be used to inform future policy and visions for the area which will be subject to further public consultation later this year. The Council will not be formally responding to individual comments. The deadline for comments is Monday 24 October 2011.

Please note that comments received, including personal details, cannot be kept confidential. From time to time we will contact you to seek your views about other planning consultations and projects. Periodically, you will also be invited to give us your views about our service. For further information or assistance, or if you would like to be removed from our mailing list, please contact the Spatial Planning Team on 01454 863469 or by post or email to the addresses given above.

Yours faithfully

Patrick Conroy
Spatial Planning Team Manager
South Gloucestershire Council
The Future of Filton Airfield

Invitation to comment from South Gloucestershire Council

BAE Systems has announced its intention to close Filton Airfield at the end of December 2012.

South Gloucestershire Council is holding public exhibitions so that you can give us your views on the future of the airfield.

The exhibitions will summarise the feedback from the previous consultation and provide you with an opportunity to raise local issues that affect you and your local area.

To find out more, please come along to one of the public exhibitions:

**Monday 3 October 2011** at Gibbs Causeway Business Centre, Hollywood Lane, BS10 7TW  
3pm – 7.30pm

**Tuesday 11 October 2011** at Patchway Locality Hub, Rodway Road, Patchway, BS34 5PE  
3pm – 7.30pm

**Monday 17 October 2011** at BAWA, Southmead Road, Filton, BS34 7RG  
3pm – 7.30pm

There will also be unstaffed exhibitions at:

Bradley Stoke Leisure Centre – Tuesday 4 October until Tuesday 11 October

Filton and Patchway Libraries – Tuesday 18 October until Monday 24 October

If you cannot make it to the exhibitions, the material will also be available to view on our website at www.southglos.gov.uk/filtonairfield

Any questions, please contact the Spatial Planning Team on 01454 863469 or by email to planningLDF@southglos.gov.uk

Your comments are important to us and will be used to inform future policy and visions for the area in our emerging Core Strategy. The deadline for comments is **Monday 24 October 2011**.
Appendix 23: Filton Airfield exhibition poster and leaflet distribution

> Southmead area

- Concorde Drive
  - Concorde News & Convenience*
  - Westbury Veterinary Centre
- Arnsde Road
  - Lloyds Pharmacy
  - The £1 Store
  - BS10 Barbers
  - On a Roll (café)
- Greystoke Avenue
  - Greystoke Convenience Store
  - Southmead Community Centre*
  - Southmead Library*
- Doncaster Road
  - The Greenway Centre*
  - Greenway Community Practice*
- Southmead Road
  - Southmead Police Station*
  - The Cod Almighty*
  - Biaty Orzet (Polish Deli)
- Pen Park Road
  - Ida’s Café
  - Southmead Glass

> Horfield / Filton area

- Filton Avenue
  - Bargain Booze Plus
  - Horfield General Store
  - New City Fish Bar
  - CJ’s Café
  - Horfield and Lockleaze Library
  - Aftah Shop & Internet Café
  - Charcoal Grill II
  - Filton Community Church Charity Shop
  - Premier Superstore
  - HK Hobbs Chemist
  - Post Office
- Elm Park
  - Filton Police Station
  - Filton Community Centre*
  - Filton Sports Centre*
- Conygre Road
  - Thoroughgoods
  - McColls
  - Vue News and Post Office
  - Gales Farm Butchers
  - Bristol Blinds
> **Patchway Area**

- **The Parade**
  - Coniston Community Centre*
  - Lloyds Pharmacy
  - Parade Stores
  - 1625 Independent People
  - Shiva Stores
  - Merlin Housing Area Office
  - Patchway Labour Club
- **Hempton Lane**
  - Patchway Sports Centre
- **Gloucester Road**
  - Serenity Hair Design
  - Patchway Kebab House*
  - Evening Post
  - Aquatic Pet Centre
  - Flingers Party Shop
  - PF Hoole & Co. Solicitors
- **Coniston Road/Rodway Road**
  - Patchway Community Centre*
  - Patchway Vet Centre
  - Boots Opticians
  - Taylors Estate Agents
  - Costcutters
  - Pro Cut Barbers

> **Henbury / Brentry area**

- **Crow Lane**
  - Bradgate Surgery*
  - St Peter’s Hospice
  - Crow Lane Newsagents
  - M&M Kebab House*
  - Henbury Fryer
- **Charlton Road**
  - Brentry Kebab House*
  - Headcases Unisex Salon*
  - Central Discount Carpets*
- **Avonmouth Way**
  - Henbury Leisure Centre*
- **Station Road**
  - Co-op / Henbury Post Office

➢ **Bradley Stoke area**

➢ **Brook Way**
  - Brook Way Activity Centre
- **Savages Wood Road**
  - Jubilee Centre
- **Baileys Court Road**
  - Bailey’s Court Activity Centre
Appendix 24: South Gloucestershire Council press statement re. BAE Systems’ report ‘Filton Airfield Options’

South Gloucestershire Council welcomes the publication of today’s report which details the processes which led BAE Systems to its conclusion that Filton Airfield has no economic future, and its subsequent decision to close the Airfield from the end of 2012.

The report, which was requested by the council, considers the economic viability of the Airfield in some depth and we look forward to reviewing its findings as part of our ongoing consultation on the future of the Airfield site.

South Gloucestershire Council will decide later this year how to respond to the proposed closure of the Airfield, and to inform this decision we are very keen to hear local people’s views both on BAE Systems’ report, and on the future of the site.

As we make clear in our current consultation, no decisions have yet been taken by the council on the future of the Airfield and we would particularly like to know whether people believe that closure is the only option, and if not how the site might remain viable as an airfield.

On the other hand, if the closure goes ahead, we are keen to know how the Airfield site should be reused or redeveloped. We have acknowledged in past communications the tremendous cultural and economic significance the Airfield has for local people in South Gloucestershire and Bristol and we are determined that any future development of the site should have regard to the pioneering aviation history of Patchway and Filton.

We are also clear that any development must include the creation of high quality jobs for local people, and help support the futures of our engineering and aerospace companies.

South Gloucestershire Council needs to reach an agreed position on the future of the Airfield as part of the process for preparing its Core Strategy and in parallel with the current public consultation the council will review inputs from technical studies, stakeholder workshops, Bristol City Council, the Local Enterprise Partnership and others before considering how the Core Strategy should change.

Once any proposed revisions to the Core Strategy are published the Council is committed to consulting for a further six weeks and to sending any representations made to the Inspector conducting the Core Strategy Examination in Public for his consideration.

We encourage everyone with an interest in the future of the Airfield to visit one of the exhibitions we are holding during October, or to view the exhibition material on the council’s website, and to share their views with us. Details of the exhibitions, and the exhibition materials, are available to view on the council’s website at www.southglos.gov.uk/filtonairfield

ENDS
Business jet hopes
Filton Airfield could be transformed into a prestigious business jet airport, campaigners have told Filton Voice.

The Save Filton Airfield Group will tell South Gloucestershire councillors that an airport for business people would be financially viable and would also preserve Filton’s reputation as a centre for aerospace excellence.

The group is carrying out a study which will establish a case for a business airfield. If it proves to be potentially viable, they hope RAE Systems, the owners of the site, would run it themselves or lease to another operator.

RAE Systems say the site loses money every year and they want to sell it off for ‘mixed use development’. This has led to storms of protest in Filton.

Save Filton Airfield spokesman Martin Farmer said: “There could be considerable spin-off effects of a business jet airport at Filton. 

‘Once destroyed it stays destroyed’

Tim Shorland, the man who took on BAE before house building began on the north side of Filton airfield in 2000, has told Filton Voice that scrapping the airfield is ‘outrageous’.

Mr Shorland, the Lord of the Manor of Hampton and Northwick, which includes part of Filton Airfield, said: “The proposal of scrapping the airfield is outrageous.

“Filton Airfield holds great memories for many people in Bristol. It not only signifies great achievements in Bristol – namely the launching of Concorde – but it also holds a lot of history that many people are not even aware of. There are the graves of people that were left in air raid shelters after they were bombed.”

Mr Shorland said that while there is a lot of nostalgia surrounding the Airfield there are also practical issues.

He said he was fearful about how much BAE would put back into the community.

He said that at the bottom end of the site there is a large quantity of common land.

He said this can be neither bought nor sold as it belongs to the people.

He added: “The Lord of the Manor of Compton Greenfield also owns the mines and minerals at the airfield and they therefore would not be able to dig below a certain level.”

Mr Shorland said: “Responsibility of the Airfield should change to Airbus who should run it as a stand-alone business.”

He said: “It is clear that the planned closure is causing upset amongst the people of Bristol. Once it’s destroyed it stays destroyed and Bristol will never get the opportunity to build something like this again.”

“The airfield is not just a monument to Britain’s industrial past. It remains an opportunity for Bristol to be a world leader in aviation.”

A drop-in exhibition on the future of the airfield will be held on Monday, October 17 at the BAWA Club, Southmead Road, Filton from 3pm until 7.30pm. Unlimited exhibitions at Filton Library will be held from October 18-24.
Appendix 26: Filton Airfield Exhibition Material

Introduction

BAE Systems has announced its decision to close Filton Airfield at the end of 2012.

BAE Systems suggests that the Airfield is no longer viable or required to serve companies located there and that the land could be better used for alternative purposes.

South Gloucestershire Council has to respond to the planned closure.

This exhibition summarises the reasons put forward by BAE Systems for closing the Airfield and the initial public feedback. It provides a further opportunity for you to make comments which the Council will consider in developing future policy and visions for the area.

The Future of Filton Airfield

Plans for the future use or redevelopment of Filton Airfield need to be resolved by the end of 2011 so that they can feed into the Council’s main plan for the District – the South Gloucestershire Core Strategy – early in 2012.

The Council has already undertaken some initial consultation as a basis for informing Core Strategy policy.

Two main points of view have been expressed to date.

1. That the Airfield is vital to the future of the aerospace industries at Filton.

2. That the aerospace sector and centre of excellence at Filton can flourish and expand without the Airfield and that its release would open up new development and employment opportunities.

While there has been some initial consultation, the Council has not made any decisions yet on how the Airfield might be redeveloped if it closes.

The Council remains very keen to listen to what local people have to say about the proposed closure of the Airfield and the options for its redevelopment.
Filton Airfield

About the Airfield - Some facts

The Airfield is owned and operated by BAE Systems.

- The airfield site is about 141 hectares in size and the runway is 2,300 m long.
- The Brabazon hangar is outside of the 141 hectares Airfield site, it is currently not used by BAE Systems or Airbus and is being marketed.
- The listed hangars are the older buildings on the north side of the runway.
- Aircraft movements peaked at 33,000 in 2001 and were down to around 21,000 in 2010 - a decline of about 27%.
- About two thirds of aircraft movements are training and private flights.
- BAE Systems and Airbus make limited use of the runway.
- Rolls Royce and The Royal Mail depot no longer use the Airfield.
- The helicopters of the Great Western Ambulance Charity and Police Air Operations are based on the north side of the runway.
- While two small hangars are listed, the runway receives no special protection from closure. Neither Parliamentary approval nor planning permission is required to close the Airfield but planning permission would be required for redevelopment.

BAE Systems decision to close the Airfield

The planned closure is a commercial decision by BAE Systems.

The decision has been made following lengthy discussion with Airbus and following a thorough examination of other potential aviation uses for the site. Arrangements will ensure that the closure will not adversely affect jobs at Airbus or elsewhere in the aerospace cluster.

BAE Systems endorse the view that Filton is a world centre of excellence for the aerospace industry and that the jobs it supports are fundamental to the local economy. However, BAE Systems considers that the current airfield operations are not viable owing to:

- A decrease in aircraft movements and users and extremely limited demonstrable demand.
- The inability to attract sufficient new business.
- The runway is no longer required for use by Airbus, the Airfield’s main commercial user.
- Change within the UK aviation industry which means that the runway is no longer needed to serve the aerospace sector.

Options considered for aviation use have included:

- A commercial low cost passenger airport.
- High cost (business) passenger operation.
- Development for oil freight.
- Aircraft maintenance and servicing.
- Additional training flights.

These alternative aviation options have commercial and environmental constraints, or there is a lack of demand to make them viable.

BAE Systems considers that the Airfield should be shown within the Council’s Core Strategy as an allocated development site with opportunities to secure investment in the aerospace cluster and help to meet local employment and housing needs as part of a sustainable community.
**South Gloucestershire Council’s position**

The Council recognises the continuing importance of the cluster of aerospace companies and jobs at Filton to the local and regional economy.

Current planning policies seek to protect the operation of Filton Airfield and to resist development which would affect it.

The Council has to consider:

I. Whether there is any reasonable prospect of BAE Systems or an alternative operator keeping the airfield open now or in the future.

II. Whether the loss of the runway would fundamentally compromise the future of the aerospace sector.

III. Whether to recognise the planned closure and start to consider options for the redevelopment of the Airfield.

The Council cannot expect the Airfield to be kept open if there is no clear evidence of need now or for the future.

This is such an important issue that it will need to be resolved and reflected in the Council’s Core Strategy.

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**Initial consultation**

The Council published an Airfield Position Statement consultation paper in June 2011. The paper invited comment on issues for the Core Strategy arising from BAE Systems decision to close the Airfield. It outlined policy considerations for the Core Strategy and invited comment on three broad options:

**OPTION 1 - No Change To The Core Strategy**

Date consideration of the development potential of the Airfield site until a future review of the Core Strategy.

**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.

**OPTION 3 - Identify as a development opportunity in the Core Strategy**

Recognise the Airfield as a new development site that should be integrated within the Orbita/ Patchway New Neighbourhood.

The Council received 125 responses to the Position Statement, of which about two thirds were from members of the public. The responses fall into 5 categories:

<table>
<thead>
<tr>
<th>RESPONSES</th>
<th>CATEGORY</th>
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<tbody>
<tr>
<td>64</td>
<td>Comments general support for Option 3, e.g., the Airfield should be included in the Core Strategy.</td>
</tr>
<tr>
<td>20</td>
<td>Comments on the likelihood of the Airfield being redeveloped.</td>
</tr>
<tr>
<td>19</td>
<td>Comments on the Airfield’s role in the local economy.</td>
</tr>
<tr>
<td>10</td>
<td>Comments on the potential for new developments in the area.</td>
</tr>
<tr>
<td>8</td>
<td>Other comments.</td>
</tr>
</tbody>
</table>

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**The Core Strategy**

In early 2012 an independent Planning Inspector will examine the Council’s Core Strategy and consider whether it is ‘sound’.

The Airfield closure would see the potential release of a significant amount of land in a location of strategic importance to the District and to the delivery of the Core Strategy.

The Core Strategy Inspector has indicated that:

I. A decision on the redevelopment of the Airfield ought not to be delayed to future plans.

II. Additional work should be undertaken now to give more direction and detail to a development proposal which will need to be set out in the Core Strategy.

III. The Council’s approach to the use of the Airfield, for whatever purpose, should relate to Bristol City Council’s Core Strategy.

IV. The future use of the Airfield should be resolved before, not at, the Examination in Public to be held in early 2012.

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**Further Consultation**

There has been widespread support for further public consultation on proposals for the Airfield, and for this to include the communities within Bristol, specifically Southmead, Henbury and Brentry.
Arguments against closure

43% of those responding to the Council were opposed to the closure of the Airfield. This Board reviews the arguments put forward for keeping the Airfield open.

Key points raised were:

- The lack of evidence from BAE Systems on the long-term viability of the Airfield and a failure to show that every effort has been made to find a new owner or commercial operator
- Closure would cause irreversible harm to the local aerospace sector, jobs and the wider economy
- Closure would impact on other users notably the Air Ambulance and Police helicopters

Further to the Council’s initial consultation questions, concerns were also raised at two public meetings with BAE Systems held in Filton on 8 July and 19 September. Issues raised included:

- Whether it would be practicable to take wings out by road
- BAE Systems has not done enough to attract new business – other airfields are viable and expanding
- The Core Strategy should take a long-term view of need for the Airfield
- Loss of the Airfield would take the heart out of Filton

The Save Filton Airfield Campaign Group has also formed. It is not proposing a commercial airport but a varied and balanced use of the site which they believe would be a viable proposition. The Group hopes to persuade BAE Systems to lease the Airfield to a not for profit trust at commercial rates. They suggest that there is potential in:

- Logistics – development as a freight terminal
- Composites – development of composite materials leading to the testing of a fully composite aircraft which would benefit from a runway
- Tourism – a museum of static and working displays coupled to the runway and sightseeing flights
- Airshows
- Business Commuters
- Private Flights

BAE Systems response

BAE Systems has commissioned a report which seeks to address concerns raised and explain the review process which has led to the decision to close the Airfield. It has been prepared with input from local aerospace companies.

The report summarises the current issues of viability and the options considered to generate new business.

The Aviles report commissioned by BAE Systems indicates that:

- The Airfield is not viable given existing and projected demand
- Airbus is the main commercial user of the Airfield but it no longer requires use for the movement of staff or equipment. This results in a further loss of a key revenue stream and removes the need to keep the Airfield open
- BAE Systems has for ten years tried to attract new business but with limited success
- The historic use for aviation test flights is no longer needed
- Military movements are now limited and non-essential
- A passenger airport is ruled out by previous planning decisions. In 1996 a Planning Inspector ruled that this would have unacceptable impacts on the local area
- An air freight operation would be constrained by restrictions on night flights and the noise and disturbance to residential properties from aircraft and HGV activity would be at an unacceptable level
- Other options have commercial and environmental concerns or there is insufficient demand to make the Airfield viable
- BAE Systems has consulted with Airbus, GKN and Rolls Royce and all remain committed to the area and do not see the loss of the Airfield as an obstacle to their operations and future plans
- Airbus is making a major investment in its Filton site in full knowledge of the decision to close the Airfield

Full copies of the BAE Systems report and of ‘Frequently Asked Questions’ are available to view on request.
Arguments for Closure and Redevelopment

Approximately 30% of those responding to the consultation thought the Core Strategy should pro-actively address issues arising from the closure of the Airfield. Two main types of comment were made:

1. Potential impact on existing interests at and around the Airfield.
2. Suggestions for alternative uses.

1. Impacts on existing operations
   a) Would closure result in the decline of the local aerospace sector?
      BAE Systems has discussed the plans for closure with Airbus, Rolls Royce and other companies who are continuing to invest locally in full knowledge of the likely closure. BAE Systems therefore consider that closure will not hamper the Aerospace sector but, in making additional land available for new businesses and technologies, should help it to grow.

   b) What will happen to the Air Ambulance and Police helicopters?
      BAE Systems has held constructive discussions with the Air Ambulance Service and Police. Assurances have been given to accommodate their needs within any redevelopment.

   c) Will an Aerospace Heritage Museum be considered?
      BAE Systems recognise the heritage of the aerospace sector at Filton, the listed hangars and desire for a museum to house Concorde.
      BAE Systems is in discussion with the Concorde Trust and other heritage interest groups and intends to respond positively to their reasonable requirements.

   d) What can be done to ensure the ‘Brabazon Hangar’ is better used?
      BAE Systems reports that the aircraft maintenance company that was using the hangar found it difficult to run its business competitively. As a consequence, the Brabazon Hangar is currently up for sale or rent to an alternative employment user.

2. Suggestions for alternative uses
   A number of suggestions have already been made for land-uses to be provided in any redevelopment of the Airfield. These include:

   - Employment – some argue that the main use of the airfield should be employment.
     - Provide for high quality jobs, engineering and manufacturing opportunities to enhance the existing aerospace centre of excellence.
     - Airfield not appropriate for large scale manufacturing or warehousing.

   - Housing – some argue that the main use of the Airfield should be for housing.
     - Opportunity to provide affordable housing.

   - Other Uses
     Development of:
     - A green infrastructure network to create and enhance open spaces and woodlands
     - An exhibition/concert venue
     - Renewable energy generation
     - A park and ride site
     - An air transportation research laboratory
     - An aviation heritage museum to house both Concorde and the Bristol Aero Collection
     - A walking link across the site between Bristol and The Mall

   - Passenger services on the Avonmouth – Hounbury line and other rail improvements

   The need to take account of the impact on existing communities including Southmead, Hanbury and Brentry was also made.
Summary

BAE Systems concludes that Filton does not have a viable future as an airfield but could be redeveloped to meet other needs.

The Council must decide how to respond to the proposed closure by the end of 2011. Decisions must be based on sound evidence.

While there has been some initial consultation, the Council has not made any decisions yet on how the Airfield might be redeveloped if it closes. It has started to explore the options and issues.

The Council will review policies for the Airfield and the wider area and form a new vision and strategy for inclusion in its Core Strategy.

Decisions on the Airfield are central to shaping the future of a much wider area.

The Council will work with Bristol City Council and other interested parties to ensure that as far as possible all options are evaluated and implications considered.

What happens next?

This is a further opportunity to give us your views and any new evidence affecting the future of Filton Airfield.

If no new evidence is brought forward the Council will have to assume that BAE Systems will close the Airfield and start to consider options for redevelopment.

The comments we receive will be used to inform future policy and visions for the area.

- Deadline for comments is 24 October 2011
- The Council will review comments made and prepare a summary report
- The Council will work with Bristol City Council and other interested parties to inform future policy for the Airfield and wider area
- The Council will make changes to the Core Strategy
- Public consultation on the Core Strategy changes will be held in December 2011 – January 2012
- Draft policies will be considered by the Core Strategy Inspector in early 2012

Your comments are important and we would like to hear from you. Please take this opportunity to talk to staff and use a response form for your comments.
Appendix 27: Exhibition response form

Filton Airfield Public Exhibitions – 26th September – 24th October 2011
Response Form

Questions

1) Do you accept that the closure of Filton Airfield is the only realistic option?
   Yes / No
   ………………………………………………………………………………………………
   ………………………………………………………………………………………………
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2) If No to 1) above, what would you suggest as a way to keep the Airfield viable? Do you have any information to support this?
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3) If Yes to 1) above, how do you think the Airfield should be reused/redeveloped? What would you wish to see included in the redevelopment?
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(Continue on a separate sheet if necessary)
The Future of Filton Airfield

Invitation to comment from South Gloucestershire Council

- BAE Systems has announced its intention to close Filton Airfield at the end of December 2012.
- South Gloucestershire Council is holding public exhibitions so that you can give us your views on the future of the airfield.
- The exhibitions will summarise the feedback from the previous consultation and provide you with an opportunity to raise local issues that affect you and your local area.

To find out more, please come along to one of the public exhibitions:

- Monday 3 October 2011
  at Cheltenham Business Centre, Hollywood Lane, GL51 7TW  3pm - 7.30pm
- Tuesday 11 October 2011
  at Patchway Library, 93-95 Westwood Road, Patchway, BS34 5LF  3pm - 7.30pm
- Monday 17 October 2011
  at BAe, Southmead Road, Filton, BS34 7RJ  3pm - 7.30pm

There will also be unstaffed exhibitions at:
- Bradley Stoke Leisure Centre - Tuesday 4 October until Tuesday 11 October
- Filton and Patchway Libraries - Tuesday 18 October until Monday 24 October

If you cannot make it to the exhibitions, the material will also be available to view on our website at www.southglos.gov.uk/filtonairfield

Any questions, please contact the Spatial Planning Team on 01454 863469 or by email to planning.DS@southglos.gov.uk

Your comments are important to us and will be used to inform future policy and visions for the area in our emerging Core Strategy.

The deadline for comments is Monday 24 October 2011.

South Gloucestershire Council
Appendix 29: Extract from minutes of the Priority Neighbourhoods meeting

PRIORITY NEIGHBOURHOODS STEERING GROUP

Tuesday 13th September 2011 4-6pm
Room 0012 Badminton Road Offices, Yate

Present:

Robert Walsh  South Gloucestershire Council (Chair)
Patrick Conroy  South Gloucestershire Council (part meeting)
Mike Hayesman  South Gloucestershire Council
Chris Payne  PCT
Nella Stokes  City of Bristol College
Helen Black  CVS
Rachel Barfoot  CVS
Jennifer Griffiths  Merlin Housing
Shannon Lovegrove  Merlin Housing
Poppy Villiers-Stuart  Southern Brooks Community Partnership
Katy Nurse  South Gloucestershire Council
Monira Chowdhury  South Gloucestershire Council

Apologies:

Steve Evans  South Gloucestershire Council (Chair)
Cllr Ian Boulton  Staple Hill Ward
Cllr Paul Hulbert  Dodington Parish Council
Cllr Dafydd Holbrook  Dodington Parish Council
Andy Williams  Avon & Somerset Police
Marc Anderson  Avon Fire & Rescue
Barbara Reid  Merlin Housing
Steve Skidmore  Oldland Parish Council
Victoria Hicks  Oldland Parish Council
Dee Smart  UWE
Julie Close  Southern Brooks Community Partnership
Karen Ross  South Gloucestershire Council
Marian Jones  South Gloucestershire Council

1. Welcome

1.1 Rob Walsh welcomed all those present to the meeting. Community Lead Groups were under represented at the meeting and it was agreed to check timings of future meetings with Community Lead Group representatives to enable better attendance. The group noted that care should be exercised at the meeting in decisions made in the absence of Community Lead Groups.

*Action: RW to offer choice of meeting date/time*

2. Apologies

2.1 See above.
3. Minutes of Previous Meeting & Matters Arising

3.1 Minutes of Previous Meeting – the minutes were agreed as an accurate record.

3.2 Matters Arising:

3.1 Resourcing – item on the agenda

6.1 E-groups – could be thematic or geographical and used for sharing good practice; individuals should be able to choose notification levels.

8.1 Core Strategy – item on agenda. This item was deferred to a future date.

Following announcement by BAe on closure of Filton Airfield, further community consultation will take place on impact of closure – public meeting 19th September for Filton & Patchway. BAe Systems will be holding drop in exhibition & workshops in late September. Strategic Planning keen to use Community Lead Groups and networks to counter mis-information and ensure effective consultation. Need to ensure Southern Brooks Community Partnership are aware of what is happening (also SSCGs). PN Action plans can be used as basis of evidence for future use of site. Planning will provide some relevant wording; the forthcoming Infrastructure Delivery Plan will need to reflect impact identified by Strategic Partners. The heritage & legacy impact of Filton Airport will be a key factor in deciding future use.
Appendix 30: Email correspondence between South Gloucestershire Council and Airbus

From: STEWART, Mark, Airbus
Sent: 14 November 2011 18:07
To: Patrick Conroy
Subject: RE: Filton Airfield

Dear Patrick,

Thank you for your email of 11 November concerning BAE Systems intention to close Filton Airfield at the end of 2012.

Further to your request we have reviewed the BAE Systems commissioned “Aviation Options Report“ from Terence O’Rourke Ltd and Mott MacDonald with my colleagues and can provide you with the following statements.

Airbus Operation Ltd confirms its position that the public statement referred to in the Aviation Options Report (page 7) is correct and accurately reflects the Airbus position.

In terms of the impact the airfield closure will have on the future activities of Airbus, we have huge commitment to the economic development of Filton, as exemplified by the decision to build the Airbus Aerospace Park which is a multi million pound business park which includes the development of Pegasus House. We have also made considerable investment in state of the art facilities such as the Landing Gear Test Facility for our newest product, the A350XWB. We also remain focused on developing our Engineering Centre of Excellence capability as well as the final assembly of A400M wings. This commitment is not dependant on there being an airfield available for our operations. We continue to develop alternative means to transport our A400M wings and Airbus employees.

However, I should add that we remain cautious of any potential new development and thus neighbours to our Operations activity. We must ensure that any new development and their tenants are ones whose own operation and installations do not restrict normal Engineering and Manufacturing operations of us or our partners, be they 24/7 or as required.

As I stated when we met last week, strategic development around Filton should consider raising the infrastructure to a level that allows us to recruit and retain the highly skilled talent required for our activities. Indeed this means attracting people from outside the region to Filton, not just from other parts of the UK, but internationally. Such infrastructure should consider improved public transport and access routes to and from Filton and surrounding areas, including Bristol Airport e.g. opening a rail station alongside the current airfield, increasing bus services, continuing to improve the traffic flow...etc.

It should also be the aim to improve local retail environment to ensure a high level of services is made available for the many thousands of employees e.g. crèche facilities, delivery/pick-up point for on-line purchases, convenient grocery...etc.

I’d like to end by saying that at Airbus we remain committed to contributing positively to the development of the area and thank you for inviting our input and comment. On behalf of our 4,000 employees I look forward to making further contributions. For your information I’ve copied our public statement below,

Airbus Statement:

BAE Systems, as the landlord of Filton site, decided together with Airbus, as a key customer, that the continued operation of Filton Airfield was unsustainable. It was agreed that it was not financially viable to continue operating the Airfield.

A decision was reached to close the Airfield at the end 2012, thus giving Airbus more than one and a half years to prepare for closure. Various scenarios are now being worked on for alternative ways to move our people and our parts. The future of the Airfield beyond 2012 is entirely at the discretion of the freehold owner, BAE Systems.
Airbus is fully committed to Filton – this is the case now and will remain the case as clearly demonstrated by the recent decision to build a multi million pound business park at Filton and the continued investment in state of the art facilities such as the A350XWB Landing Gear Test Facility.

We are putting into place a range of mitigation measures to ensure that the closure of the airfield does not affect our business in any significant way.

If you require anything please don’t hesitate to get in touch.

Regards

Mark Stewart
General Manager and Human Resources Director
NUH
Airbus
Airbus Operations Ltd
New Filton House
Filton, Bristol BS99 7AR
United Kingdom

From: Patrick Conroy  
Sent: 11 November 2011 14:37  
To: STEWART, Mark, Airbus  
Subject: Filton Airfield

Dear Mark,

It was good to meet with yourself, Katherine and colleagues. As discussed, as you will be aware that BAE Systems has announced its intention to close Filton Airfield at the end of 2012. In explanation of its decision, and at the request of the Council, BAE Systems has commissioned an Aviation Options Report from Terence O’Rourke Ltd and Mott MacDonald. This is available to view from the Council’s website: http://www.southglos.gov.uk/_Resources/Publications/PTE/11/0400/PTE-11-0218.

The Council has to decide how to respond to the proposed closure and is addressing a wide range of issues which have been raised through recent consultation; I provide the link to the SFACG online petition as an example: https://petitions.southglos.gov.uk/consult.ti/system/viewPetition?petitionid=3722&showall=Y. Given the importance of the report in supporting BAE Systems’ decision on the future of the Airfield, the Council considers it essential to take all reasonable steps to ensure the report is balanced and factually correct.

Within that work the Council has instructed Officers to “seek confirmation from Airbus, Rolls Royce and GKN on whether they consider that the statements made in the Aviation Report are correct and accurately reflect the position of these companies.”

I recognise that your Company may already have made public statements on the proposed closure and the potential for impact on your local operations both in the short and longer-term. However it would help to have formal conformation of your position. I would therefore very much appreciate if you could confirm whether the statements made on your behalf in the Aviation Options Report are correct and accurately reflect your company’s position.

The Council would also be grateful if you could confirm whether in your Company’s view closure of the airfield would impact on future investment, contracts, employment prospects and the overall success of the local aerospace cluster at Filton in the short,
medium and longer terms. We would also welcome any comments you may have, following our meeting, about the opportunity that further strategic development may have to help secure a successful Airbus operation at Filton.

Due to the urgent need for Council to respond to the proposed closure I would be extremely grateful if you could reply to this email by the 16th November 2011.

The Council remains committed to working with its partners to ensure that the South Gloucestershire and South West aerospace industry continues to be a world leading sector and major employer.

Yours Sincerely,

Patrick Conroy
Strategic Planning Policy & Specialist Advice Team Manager

South Gloucestershire Council - rated April 2009 under the Comprehensive Performance Assessment a maximum '4 star' council by the Audit Commission
South Gloucestershire Council
Core Strategy

Filton Airfield Consultation
Business Sector Workshop
26th October 2011

Agenda

1. Planning context
   (Patrick Conroy SGC)

2. Background to closure
   (Mike Craddock BAE Systems)

3. Strategic Employment Issues
   (Mike Luton SGC)

4. Initial responses
   Airbus, GKN, Rolls Royce, LEP

5. Discussion

6. Vision and Aims

7. Actions and Next Steps
Planning Context
Patrick Conroy

5 key strategic priorities

• Support West of England economy as one of the most prosperous, innovative and vibrant in Europe
• Support key sectors - advanced engineering, finance business services, higher and further education
• Taking opportunities to provide more balanced employment across the district
• Ensuring provision of appropriate communication technologies
• Enhancing town centre vitality and viability

Core Strategy Policy Framework

• Policy CS12 - Safeguarded Areas for Economic development – geographical basis across the District – protection, certainty, flexibility
• Policy CS13 – Non safeguarded economic development sites – protection for small scale employment uses/ process for change
• Policy CS26 – Re-profile Cribbs/ Patchway
Key Challenges

• Commitment to key sectors, flexibility recognise differing needs, retain key employment sites

• Re-profile Cribbs/ Patchway – place making led approach

• Clear direction and detail for future of Filton Airfield

• Establish the appropriate strategic housing requirement - mixed and balanced communities

• Identify and co-ordinate infrastructure to support sustainable communities
Core Strategy Next Steps

- Undertake Inspector led work programme – further technical work / public engagement Autumn 2011
- Consult on post submission changes – December 2011
- EiP – Spring 2012
- Adopt Plan Summer 2012

Background to Closure  
Mike Craddock - BAE Systems

- Operating at a loss over many years
- Marketing activities and exhaustive studies have failed to identify any new viable market of airfield users
- Comprehensive review over a 5 year plus period and in consultation with leading members of the aerospace industry, including Airbus
- Thorough examination of the need for the retention of the runway, including with key existing users
- Independent professional advice sought to review alternative options

Decision to close
Need to understand:

Impacts
  - For companies and operators

Opportunities
  - For Redevelopment
Commitments Made

BAE Systems

• **Master plan**
  – In co-operation with SGC and BCC

• **Heritage**
  – Listed Buildings
  – Concorde Trust
  – Bristol Aero Collection

• **Emergency Services**
  – GWAA
  – Police

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Airfield Site Plan
The Airfield Site

Brabazon Hangar

Strategic Issues

Mike Luton SGC

Not just for Airfield - wider area.

1. What are the implications of closure for individual companies and for the long-term viability of the aerospace sector?

2. What should we be trying to achieve through redevelopment? What is the vision?
   1. How much land for employment, housing and other uses?
   2. What kind of employment land and opportunities?
   3. What are the issues for delivery?
1. How much employment land?

Employment Land Review

• Supply and Demand
• For period to 2026
• Based on 2.8% growth

Key Messages

• Demand for 43 hectares of extra employment land to 2026
• Supply 627 hectares - plus runway.

### Sector

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<th>Sector</th>
<th>Sq M</th>
<th>Hectares</th>
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<td>General Industrial (B2) including manufacturing Decline in floor space</td>
<td></td>
<td>-74,723</td>
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<tr>
<td>Warehouse and Distribution (B8) Modest growth B8 and focus on opportunities at Severnside</td>
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<td>6</td>
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<tr>
<td>Office Uses (B1) Some demand but policy directs investment to Central Bristol – and impact of public sector and banking cut backs</td>
<td>297,108</td>
<td>37</td>
</tr>
<tr>
<td>Total</td>
<td>320,615</td>
<td>43</td>
</tr>
</tbody>
</table>

2. What kind of employment?

1. Is there a need for new aerospace and advanced engineering development space or should we focus on other sectors?

2. How can we ensure that appropriate land is safeguarded to assist the expansion of the industry?

3. How do we meet demand for office, general industry and other employment and service needs?

- Comments and suggestions from Consultation
  - Exhibition and Conference Centre
  - Enterprise Area
3. Issues for delivery?

1. How can we grow the aerospace and advanced engineering cluster in Filton?

2. What are the barriers?
   - Traffic Impacts
   - Infrastructure, services etc.
     - What is needed?
   - Funding

   The need for
   - Clarity of purpose
   - Certainty of infrastructure
   - Flexibility in delivery

Your Initial Responses

- Airbus
- GKN
- Rolls Royce
- Other Landowners
- Other Employers
- LEP

- Any issues with closure?
- What is your company vision for the area?
- How much employment land and of what type?
  - Your needs
  - Others needs
- Any delivery issues?
Discussion

- The overall vision for the area
- The amount and character of Employment Land
- Any delivery issues

Airfield Context
Vision and Aims

- **Key Elements**
  - 20 year view
  - Managed & targeted supply of employment land
  - Range of employment sites
  - Develop from Aerospace Cluster - Aerospace Plus
  - Meet supply chain needs
  - Range of businesses
    - Existing
    - New
    - Inward Investment

Actions and Next Steps

- Planning Workshop 4th November
- Core Strategy changes – December
- Consultation – December/January
- Core Strategy Examination – Spring 2012
- Development of master plan - ongoing
South Gloucestershire Local Plan (SGLP) Adopted 2006

Key Policies

- Airfield Safeguarding (E5)
- Northfield/ Charlton Hayes (M1) mixed use development
- Safeguarding of other major employment sites (E4)

Core Strategy

- 2006 -2026
- Submission draft March 2011

Key Policies and Proposals

- 21,500 new dwellings
- Cribbs/Patchway new neighbourhood (1750 dwellings)
- Continued Safeguarding Airfield
- Retain key employment sites
  - Rolls Royce
  - Former East Works site
  - Charlton Hayes Land
  - Airbus Complex
- Possible Release
  - Patchway Trading Estate
  - Cribbs Causeway Units
Revised Programme

- BAE Systems April 2011
  Announcement of Proposed Closure
  Revised work programme

- Initial SGC Consultation - June
  Airfield Position Statement
  October consultation

- Inspector’s letter - September
  Airfield
  Green Belt Review
  Housing
  Draft National Planning Policy Framework (NPPF)
  November workshop
  December - Policy Changes
  December/January Consultation
  Spring 2012 - Examination

- Further consultation - October
Appendix 32: Notes of Filton Airfield Consultation Business Sector Workshop, 26th October 2011

Amanda Deeks, Chief Executive of South Gloucestershire Council opened the workshop by welcoming the attendees from the business community, namely, companies from the aerospace sector, the principal landowners around Filton, the Local Enterprise Partnership and other interested stakeholders – attendees are listed at Appendix 1. Amanda explained that the Council had not yet decided how to respond to the planned closure but needs to reach a conclusion by the middle of December to feed into the Core Strategy process. In the interim the council has been consulting widely to understand any implications arising from closure and to consider suggestions on how the airfield and wider area might develop. The aim of the workshop was to provide the business community with an opportunity to raise any issues or concerns and feed in ideas on how the local area and aerospace sector might develop.

A presentation on the background to the planning context and core strategy planning framework was given by Patrick Conroy, South Gloucestershire Council. This was followed by Mike Craddock from BAE systems on the background to the closure of the airfield; and Mike Luton from South Gloucestershire Council on the strategic issues such as the employment land review and the issues for delivery. Copy of the presentation is attached at Appendix 2

Companies were invited to provide their initial response to the airfield closure:

Airbus – No major issues with the airfield closure. While the airfield is currently used to transport wings and shuttle staff, suitable and viable alternatives are available for both. Airbus are fully committed to their Filton site, demonstrated by their investment in the new campus. Airbus do not require new development land but would welcome smaller aerospace companies to locate in Filton. Airbus has had a record year, so the future is very positive. The future is manufacturing, design, technology and manufacturing. The skills base of the Filton workforce to undertake this work is second to none.

GKN – GKN do not have a commercial need for the airfield. Large components are already distributed by road. They operate from Filton and a site at Severnside. However, there are concerns that any future potential development of the airfield must not impact on the manufacturing activity which takes place 24/7 and involves noise and HGV vehicles accessing the site around the clock. The company has growth plans for the future.

Rolls Royce – Rolls Royce do not have a commercial need for the airfield. Any future potential development must not have an impact or disrupt the current manufacturing that takes place nearby. The company has recently invested in their Filton site and supports the current position to safeguard the land south of Gypsy Patch Lane for employment.

Local Enterprise Partnership – The LEP has an aspiration of job creation and is comfortable with the opportunity for a mixed use development on the airfield site as part of any future potential redevelopment. One of the priority sectors for the LEP is aerospace and would want to see the nurturing and growth of the aerospace sector in Filton. The LEP would also be keen to promote the site to investors as being open for business. The West of England is also leading on a major investment programme in
transportation infrastructure including the 4 sub-regional major transportation schemes which are with Government worth £250 million and fully supporting the Government’s programme to electrify the GWR and introduction of the new Agility Trains by 2015/16.

Port of Bristol – freight line is essential. The Port of Bristol is the only port which has north, south, east and west rail and road lines. The electrification of the Great Western Rail Line opens up opportunities. The freight line must not be disrupted by housing.

Other comments made during the discussion:
- Visiting Bristol can be difficult – clear motorways and faster trains are needed.
- Passenger railway services are needed to assist the movement of employees and young people due to the Technical College in the area and the apprentices working in companies, and ease congestion on the road network.
- Bristol Airport is making more flights available to meet the aerospace industry’s requirements.
- Linking Avonmouth and Severnside with Filton by rail would be beneficial.
- There are no significant constraints on the site for development.
- BAE Systems are looking to support Concorde heritage and will make an announcement shortly.
- The Brabazon Hangar is up for sale but there is has been no demand for it. English Heritage has visited the site to review heritage issues.
- The commercial demand for a heliport should be looked into.
- For the aerospace industry, the strength in Filton is the skilled workforce, the location and connectivity.

Overall Position of Business Community – Conclusions from the Workshop

The closure of the airfield will not significantly impact on the core businesses of Airbus, Rolls and GKN. Mitigation solutions are in place for when the airfield closes

Filton / Patchway will continue to be a major centre of excellence for the aerospace industry following the closure of the airfield. The aerospace industry is continuing to evolve and Filton is central to the ongoing developments and practices within the sector

BIA is the sub-region’s principal commercial airport. Considerable investment is continuing to be made in this facility.

A long-term view of development and infrastructure to serve the area is required.

The business community consider it is imperative that investment continues to be made in transportation infrastructure – recognising in particular the long term benefits of heavy rail. The potential redevelopment of the airfield offers opportunities to achieve this.

Filton / Patchway will continue to be a major centre of high value jobs. It is essential that investment in skills and training is maintained and improved. The potential redevelopment of the airfield offers opportunities to achieve this.

The long term legacy and heritage of the aerospace industry at Filton must be championed and secured. The potential redevelopment of the airfield offers opportunities to achieve this.
It is important to ensure a comprehensive and co-ordinated master plan approach for any future potential redevelopment of the Airfield.
Appendix 33: Filton Airfield Summary Report of comments received

Summary Report on Feedback from Public Engagement
Autumn 2011

Background

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. In June 2011, South Gloucestershire Council’s initial response was to issue a Position Statement that set out possible options for how the planned closure of the Airfield could be dealt with in the Core Strategy.

2. The Council received 125 responses to the consultation on the Position Statement, of which about two thirds were from members of the public. A short report summarising the comments made to this consultation is available here. This information was given to the Inspector conducting the Core Strategy Examination.

3. In his letter of 15th August, the Inspector asked the Council to undertake more work to demonstrate how the Airfield, in the event that it comes forward for development, would fit within the Core Strategy’s overall strategy for development. He also requested that the Council provides information on the most likely use of the site and the timescale in which development could be brought forward. Separately, our communities also asked the Council to undertake further public engagement to help everyone better understand why the Airfield was closing and how the Council should respond to this.

Public Exhibitions

4. In responding to these requests the Council, in a letter dated 2nd September to the Inspector, set out a number of actions, one of which was to work closely with key stakeholders and local communities. During October the Council held a series of 3 staffed exhibitions at venues within the vicinity of Filton Airfield (Cribbs Causeway Business Centre, Patchway Locality Hub and BAWA), as well as displaying the exhibition at 4 local libraries (Filton, Patchway, Southmead and Henbury) and Bradley Stoke Leisure Centre. These exhibitions gave feedback on the earlier Position Statement consultation, as well as summarising the reasons put forward by BAE Systems for closing the Airfield.

5. Also available at the staffed exhibitions was a report by BAE Systems summarising the options for the Airfield which have been investigated over recent years, together with a schedule of Frequently Asked Questions responding to a number of key issues and comments made by local people following the closure announcement. The BAE Systems report has been prepared following the Council’s request that BAE Systems further explains and justifies its decision to close the Airfield.
6. The exhibition material, BAE Systems report and the Frequently Asked Questions were also available to view and download on the Council’s website.

7. In providing this further opportunity for the public and organisations to give the Council their views on the future of Filton Airfield, the following questions were posed as a basis for structuring responses:

Q1) Do you accept that the closure of Filton Airfield is the only realistic option? Yes / No

Q2) If No to 1) above, what would you suggest as a way to keep the Airfield viable? Do you have any information to support this?

Q3) If Yes to 1) above, how do you think the Airfield should be reused/reeveloped? What would you wish to see included in the redevelopment?

Summary of Responses

8. 299 responses have been received to the latest public engagement exercise, of which around 85% are from members of the public. The other responses are from parish and town councils, local councillors and political groups, statutory consultees, interest groups, developers and agents. These include Save Filton Airfield Campaign, Light Aircraft Association, South West Defence Industries Alliance, Bristol City Council, Royal Mail Group, Network Rail, Patchway Town Council, ward and parish councillors and South Gloucestershire Labour Group.

9. A petition with 527 names has also been received calling for the protection of Filton Airfield as a unique asset supporting the local aerospace economy and calling upon South Gloucestershire Council to protect and promote Filton and Patchway as an aerospace world centre of excellence providing high value skilled jobs. A further similar petition has also been opened on the Council's website. This has 139 signatures (as at 22 November 2011).

10. Q1 – Do you accept that the closure of Filton Airfield is the only realistic option?

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<td>No</td>
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Over 70% of respondents are against the closure of Filton Airfield. Of those who answered ‘No’ to the closure, the most frequently cited reason given was the concern that closure would result, in the longer term if not before, in the demise of the aerospace industry in the North Fringe with a consequent impact on the wider economic prosperity of the area and the loss of high value skilled jobs.

11. Other reasons given for answering ‘No’ are:
Challenging BAE Systems’ decision on grounds of:

- Financial position not as perilous as claimed - BAE Systems (Aviation Services Ltd.) made a profit last year
- Justification in their Report is insufficient and biased
- Evidence on alternative options is insufficient and incomplete
- BAE has not actively marketed the airfield
- BAE has purposefully run down the Airfield – high landing fees, evening and weekend closure and turning away business and investment
- Multiple examples worldwide of similar airfields being run profitably
- BAE Systems supported the safeguarding of the airfield in the Core Strategy
- Decision to close is short sighted
- Wrong for BAE to sell the Airfield when it was originally constructed and maintained with public money
- No evidence presented to substantiate the original reason given for closing the Airfield – cost of re-surfacing runway
- BAE Directors have a conflict of interest as they serve on the boards of both the aviation part of the business and the land/property part.

Role and function of Filton Airfield

- Airfield is a unique asset and should be protected for future generations
- Airfield has heritage value
- Airfield is the last general aviation facility in the region – general aviation at Lulsgate is being squeezed out by increased commercial traffic
- Once gone, the Airfield can’t be replaced
- The increasing difficulty faced by general aviation in accessing airspace and airfields recognised at European and national level
- Civil aviation is predicted to keep growing
- Closure will prevent aircraft testing by Airbus – A400M has made several visits this year
- Filton is not winning its share of need for increased capacity at Airbus due to uncertainty about the Airfield – a new £400 million A350 wing plant has just opened at Broughton
- The Airfield is well located in relation to rail and motorway network and Avonmouth docks
- Original appeal decision is no longer relevant due to quieter aircraft and change in public opinion towards an airport
- Development of a University Technical College at Harry Stoke suggests there may be a demand for the Airfield in the future
- Noise concerns are exaggerated
- There is demand for use of the Airfield

Challenging South Gloucestershire Council’s response to the intended closure

- Undue haste by the Council to accept closure
- Council has accepted BAE’s flawed arguments without adequate investigation
- Council should commission an independent report
- Council should work with BAE to keep Airfield open
- Council and West of England LEP should be promoting and supporting the Airfield’s continuing use
• Airfield should not be considered an easy opportunity by the Council to fulfil current or future housing quotas
• Council should call on DfT and CAA not to downgrade/cancel BAE’s licence as it would be prohibitively expensive for a new owner to apply for a new one
• Opposed to housing on the Airfield due to traffic congestion and inadequate infrastructure

Other Reasons
• Government predict an increased need for airfield capacity
• Closing the Airfield would be contrary to Government policy

12. Various reasons were given by those answering ‘Yes’ to Question 1, some of which directly oppose reasons given for answering ‘No’:

Viability/alternative options
• Noise and safety issues due to proximity and density of residential development preclude use of airfield for commercial purposes
• No party will be able to make the airfield viable long term
• Closure inevitable since the proposal to upgrade to a commercial airport was rejected
• Airfield no longer needed as work that required it no longer takes place at Filton
• Opposed to any expansion in activity at the Airfield

Impact on local economy
• No loss of jobs with closure as local industries don’t use the Airfield

Redevelopment
• Housing on the Airfield would address the current imbalance between homes and jobs in the North Fringe
• More appropriate to develop this brownfield site than land at north Yate or other greenfield locations

Other
• Closure of the Airfield is a commercial decision for BAE, not a matter for consultation
• MP for the area supports closure

13. Q2 - If ‘No’ to Q1, what would you suggest as a way to keep the Airfield viable? Do you have any information to support this?

The majority of respondents opposed to the closure of the Airfield (with the exception of the petitioners) suggested various ways to keep the Airfield open. Better marketing of the Airfield and a reduction in landing fees and charges were put forward as ways to attract new business. In terms of use of the Airfield, continued operation as a commercial airfield on an expanded scale was the most frequently suggested one. Re-introducing aircraft maintenance and servicing was a popular suggestion, as was allowing freight operators to use the Airfield and tourist/visitor activities, such as air shows. There was strong support from all respondents, including those who accept the closure of the Airfield, for a museum or heritage centre to house Concorde and the Bristol Aero Collection.
14. The Save Filton Airfield Campaign has examined the realistic operation costs and revenues of the Airfield based on aviation industry norms, and has demonstrated that revenues could be substantially increased from landing and hangarage fees by, for example, attracting more business jet operators. An increase in just this one activity, the Campaign suggests, could enable the Airfield to turnover a profit of potentially more than £2 million. Other respondents point to Farnborough, Northolt, Biggin Hill and Oxford as examples of airfields/airports which have grown as business centres in recent years due to the growth in private and business aviation.

15. The suggested ways put forward by respondents to keep the Airfield viable include:

**Operation/Ownership of Airfield**
- Better promotion/marketing of the Airfield
- Improve competitiveness/reduce prices
- Seek new owners
- Keep air ambulance and police helicopter operations
- Allow Royal Mail to use the Airfield
- Involve/contact aerospace industries
- Operate it like airfields at Kemble, Staverton, etc
- Reduce the size of the Airfield (length/width)
- Improve existing facilities
- Sell part of the Airfield for industrial development
- BAE lease Airfield at peppercorn rent and partnership between Bristol City and South Gloucestershire Councils and the aerospace industry underwrites cost of operation for 5-10 years while airfield is developed. Alternatively mothball Airfield for 10 years
- Run at a loss to keep it for future use
- Exempt Airfield from business rates

**Aviation Uses**
- Private and light commercial airfield
- Aircraft maintenance/servicing
- Business flights
- Freight air terminal
- Training facility
- Commercial airport
- Long haul flights as Lulsgate runway too short
- Charter/Low cost flights
- Aircraft refurbishment and upgrading
- Aircraft dismantling
- Aircraft testing
- Pleasure flights
- Gliding
- Emergency landings
- Overflow airport for Lulsgate
- Transport of aircraft parts
Other Uses
• Museum/heritage centre for Concorde and Bristol Aero Collection
• Air shows & other visitor attractions
• Rent out runway e.g. drag racing, skid pan training, go-karting
• Use by hobbyists e.g. model aircraft
• Fire training school
• Aviation/ Engineering Centre of Excellence
• Small enterprises/start-up businesses/light industry/high tech
• Aerospace business park
• Aerospace Product Development and Research Facility
• Air university
• Microlight building business
• Film set

16. Q3 - If ‘Yes’ to Q1, how do you think the Airfield should be reused/ redeveloped? What would you wish to see included in the redevelopment?

The suggestions made by respondents were wide ranging, there was no consensus view and some opposing views. While some regard the Airfield site as suitable for housing and/or employment, others take the view that the site provides the opportunity for a ‘one-off’ form of development. There is, however, a general view that green infrastructure should be both a significant and an integral part of any development.

17. As already stated under paragraph 13, there was popular support for an aviation museum/heritage centre and also for the helicopters of the air ambulance and police to remain operating from the Airfield site. There was also support for the role that the Airfield played in the Second World War to be recognised.

18. The suggestions from respondents for redeveloping the Airfield site included:

Housing
A few respondents were opposed to housing mainly because of the impact on congestion and the local transport infrastructure/road network, including Bristol City Council. Housing was suggested, either on its own or as part of a mixed use development. Specific housing mentioned was:
• Good quality housing
• Social and low cost housing
• Housing should have family sized gardens

19. Employment
Bristol City Council considers that any masterplan for the Airfield should have job creation at it heart. Various types of employment uses were suggested by respondents, including:
• Focus on employment in aerospace and engineering
• Hi-tech businesses
• Small business/enterprise
• Academic/industrial development
• Light industry
• Science park
• Enterprise Area
• Incubator employment

20. Retail and Community facilities/services
Of those who suggested retail, the preference was for local facilities rather than further retail parks. A few respondents suggested community and health facilities and schools, while others want development to have a central focus, local centre or meeting place. Sports, recreation and leisure facilities, including children’s play areas were also suggested. Concern that facilities to support any housing are not delayed, as happened with Bradley Stoke.

21. Transport and accessibility
Some respondents made suggestions for improving the local transport infrastructure, including discouraging car use, including:
• Improved road and rail links
• Re-introduce passenger service on Henbury Loop railway line
• Cycle path
• Good public transport system
• Re-opening Filton Bypass with the runway as link road

22. Other development
A number of respondents suggested a concert/exhibition arena. Other suggestions included:
• Park and ride
• Community open space
• Sports stadium
• Campus for Bristol University
• Conference centre
• National Engineering Centre
• Theme park
• Allotments
• Ecopark/renewable energy generation

23. Network Rail state that Filton Airfield offers one of the best opportunities for a rail freight interchange in the South West with its links to the M4 and M5 motorways and to Wales, London, the Midlands and the South West, and could be connected to the rail network with some infrastructure changes. The site could potentially also create thousands of jobs.

24. Other Comments
In addition to the comments made on Question 1 – 3, the following comments have been made:

Avon & Somerset Constabulary
Assistant Chief Constable requests Council support for retaining the police air support helicopter service, which is shared by Avon and Somerset and Gloucestershire Constabularies, at Filton Airfield, as it is an ideal location to support both force areas. The national police position is being reviewed and a National Police Air Service (NPAS) is expected to be launched in April 2012. While this may involve
relocating to a new base at RAF Colerne, which will also be the base for Wiltshire Constabulary, Avon and Somerset Constabulary is concerned that Colerne’s location may present operational challenges in terms of coverage and effectiveness.

Royal Mail Group
The Royal Mail Group does not have sufficient requirement for air traffic to warrant any use being made of Filton Airfield in the future. Critical need to protect the existing Bristol Mail Centre from development that may adversely affect mail services provided from it, as this Centre is of the highest operational importance and likely to increase in importance as the Royal Mail Group’s mail handling practices are updated. The Royal Mail Group’s operational facilities are inherently busy and noisy, with the majority of mail handling activity usually taking place at anti social hours. Therefore, residential development should not be permitted close to the Bristol Mail Centre.

With reliance exclusively on road transport for its main mail handling operations, the Royal Mail Group is concerned that development on the Filton Airfield site will put further pressure on the already congested road network in the North Fringe. Any development proposals should, therefore, take account of the Group’s requirement to maintain existing levels of vehicular accessibility to the Bristol Mail Centre site and without delays.

Bristol Port Company
Bristol Port is of national strategic importance. Any development must take account of the need for 24hr and 7 days per week freight movements over the existing rail line. Any plans to operate passenger services on the line must ensure the necessary upgrades allow for continuous freight movements.

Forest of Avon Trust
Any future use of the Airfield should make a positive contribution to the objectives of the Forest of Avon, through planting and linking of Green Infrastructure. Expect that the Forest of Avon would be involved in setting a strategic landscape framework for the site/area.
Appendix 34: Press Articles

Filton Airfield


http://www.thisisbristol.co.uk/Chance-speak-airfield/story-13404722-detail/story.html


http://www.gazetteseries.co.uk/news/9317464.Airfield_made__1_2_million_profit_in_2010

http://www.gazetteseries.co.uk/news/9294642.Over_7_000_jobs_to_be_created_from_airfield_redevelopment

http://www.gazetteseries.co.uk/news/9255952.Great_Western_Air_Ambulance_to_remain_at_Filton_after_airfield_closure

Core Strategy – general

http://www.gazetteseries.co.uk/news/9237169.South_Gloucestershire_Council_sent_away_to_do_more_work


http://www.gazetteseries.co.uk/news/9197894.Medieval_fishponds_get_protection

http://www.gazetteseries.co.uk/news/9115468.South_Gloucestershire_Council_warned_over_housing_level

http://www.gazetteseries.co.uk/news/9083094.Calls_for_Filton_Airfield_to_be_used_to_relieve_housing_pressure_on_Yate

http://www.gazetteseries.co.uk/news/9082692.Threat_to_housing_schemes_as_planning_blueprint_is_questioned

http://www.gazetteseries.co.uk/news/9074215.Developers_submit_outline_planning_application_for_500_homes

http://www.gazetteseries.co.uk/news/9005976.Thornbury_housing_dispute_continues
http://www.gazetteseries.co.uk/news/8982000.Over_100_residents_voice_concerns_over_housing_developments

http://www.gazetteseries.co.uk/news/8939796.Residents_launch_campaign_against_housing_development