

MATTER 10 – DISTRIBUTION OF ECONOMIC DEVELOPMENT LAND, SAFEGUARDED AND NON-SAFEGUARDED EMPLOYMENT SITES – POLICIES CS11, CS12 & CS13

Main issue:

Are the Council's proposals for economic development well founded and are they likely to support the local economy and encourage growth in the wider sub-region and?

1.1 Yes. See responses below.

Q1 Is the amount of employment land provision sufficient to support the economic growth of the sub-region over the plan period?

- 1.2 Yes. Alder King on behalf of BAE Systems has undertaken a review of employment land supply and demand in South Gloucestershire with a specific focus on the Bristol North Fringe. The study that is presented at **Appendix 1** demonstrates that the employment figures should be updated to take into account the latest position with respect of employment land. However, in respect of the allocation of employment land within the proposed master plan for Filton Airfield, extending to approximately 50 hectares (including land for employment generating uses as part of the wider Enterprise Area) the figure is robust and justified.
- 1.3 Redevelopment of the airfield will allow the Filton Enterprise Area to come forward, acting as a driver for economic growth and a magnet for inward investment in the aerospace and advanced engineering industry. The vision seeks to support the existing industry cluster whilst stimulating growth by providing additional employment land for new industry and business. The enterprise area will attract new investment and local jobs to compliment and grow the existing internationally renowned aerospace industry cluster.
- 1.4 In order to deliver this opportunity in a timely manner and make it attractive to the industries that will provide maximum benefit to the area, innovative planning approaches may be appropriate.
- 1.5 Peter Brett Associates on behalf of BAE Systems has prepared an economic impact appraisal of the decision to redevelop Filton Airfield to inform the evidence base and the emerging master plan for the site. The study attached at **Appendix 2** follows a standard economic impact method and explores the current direct and indirect economic impacts of the operational airfield, which is then compared to the anticipated future economic impacts under a variety of

development scenarios, including a mixed use scenario based on the council's proposed policy.

- 1.6 The report concludes that the redevelopment of Filton Airfield has the opportunity to provide considerable economic impacts as well as social impacts relating to new amenities and the delivery of new linkages, and the opportunity to create a sustainable new neighbourhood with a clear sense of identity. The amount of employment provision proposed on land at Filton Airfield is sufficient, deliverable and will deliver significant economic benefits, supporting and enhancing the adjacent aerospace cluster and supporting growth of the sub-region.
- 1.7 It is also appropriate that the Enterprise Area is recognised within the CS, together with the role of the LEP in driving the vision and delivery of the enterprise area forward.
- 1.8 See Matter 9 Q5 response which requests clarification of CPNN allocation with respect of the 'approximately 50 ha' figure and whether it refers specifically to land at Filton Airfield or within the wider CPNN.

Q2 Will the proposed distribution of employment land help to encourage more sustainable lifestyles?

- 1.9 Yes. In relation to the airfield the proposed allocation and distribution of employment land coupled with the delivery of new homes will help introduce a better balance within the North Fringe in terms of number of jobs to workers living in the North Fringe. The delivery of the development proposals for the airfield will deliver better linkages and connections, improved social and community facilities, and underpin more sustainable transport choices.
- 1.10 The site offers a major opportunity to introduce a more diverse range of economic activities to complement the existing aerospace sector and ensure the Filton centre of excellence is retained and enhanced. BAE Systems will work with Filton, Patchway and Bristol communities and stakeholders to identify the best mix and form of employment for the area and help meet local needs and aspirations.

Q3 The distinction between safeguarded and non-safeguarded sites appears to reduce the flexibility within the CS to allow for changing circumstances. Is this distinction necessary or desirable?

- 1.11 We would suggest that the distinction is unnecessary, is over-complicated and adds confusion. With respect to the airfield site the site has historically always been allocated for employment use and the core strategy allocation will retain approximately 50 hectares in employment use (subject to clarifications requested, and including other non-residential employment generating uses as part of the wider Enterprise Area). What is however essential is that the policy is sufficiently flexible to allow sites to maximise development opportunities that arise over the plan period and as a result of changing circumstances. During the course of the plan period change is inevitable and the policy must be sufficient flexible to respond to market conditions as recognised and supported by the Government in the NPPF.