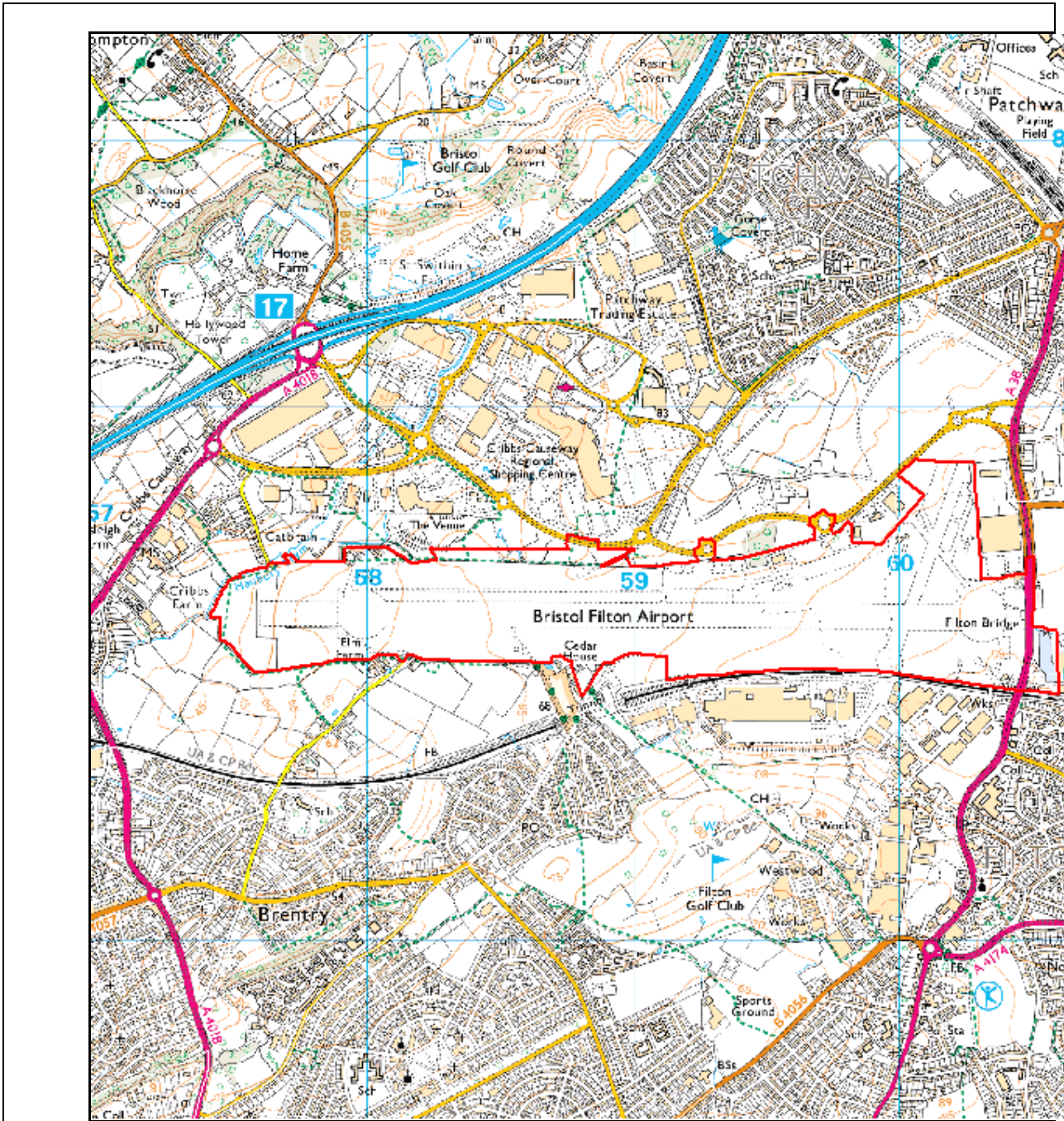


## DEVELOPMENT CONTROL (WEST) COMMITTEE – 4 JUNE 2015

<b>App No.:</b>	PT14/3867/O	<b>Applicant:</b>	BAE Systems PLC
<b>Site:</b>	Former Filton Airfield Filton South Gloucestershire	<b>Date Reg:</b>	
<b>Proposal:</b>	<p>6 Mixed use development on 143.13 hectares of land comprising: residential development for up to 2,675 dwellings and apartments (comprising 2,635 x Use Class C3 and 40 x Live Work Units - Sui Generis); up to 24ha of stand-alone employment land (comprising up to 12ha Use Class B1a and a minimum of 12ha Use Class B1b/c, B2 ) ; Retail/Food and Drink facilities in Employment Hub up to 900sqm (Use Class A1/A3/A4); 120 Bed Hotel up to 3,800 sqm (Use Class C1); Rail Halt (0.45ha Use Class Sui Generis); Education provision to include a Secondary School (8.31ha), 2 no. Primary Schools (total 5ha) and 2 no. Childrens Nurseries (total 0.8ha) (all Use Class D1); Community Centre incorporating Library, Built Sports facilities and Doctors surgery up to 3,400 sqm (Use Classes D1 &amp; D2); Mixed Use Centre to comprise Opticians up to 600 sqm (Use Class A1/A2); Dental Surgery up to 800sqm; (Use Class D1); 70 Bed Extra Care Facility up to 12,500sqm (Use Class C2); Public House up to 800sqm (Use Class A4); Retail/Services/Food and Drink facilities up to 500sqm (Use Classes A1, A2, A3 and A5); Business Offices up to 500sqm (Use Class B1) and Retail Supermarket up to 2,787sqm gross (Use Class A1); together with; supporting infrastructure and facilities including demolition, ground works and remediation, highways, utilities, landscaping, sustainable urban drainage system, wildlife water basins and public open space. Outline application including access, with all other matters reserved.</p>	<b>Parish:</b>	Almondsbury Parish Council
<b>Map Ref:</b>	357241 180373	<b>Ward:</b>	Patchway
<b>Application Cat:</b>	Major	<b>Target Date</b>	27th January 2015



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## **INTRODUCTION**

This application appeared before the Sites Inspection Sub Committee (SISC) on 27<sup>th</sup> March 2015, when Members resolved that officers be asked to bring forward a full and detailed report to the Development Control (West) Committee to address the following issues:

- Safeguarded sites for railway station and associated interchange facilities
- A38 underpass options
- A dedicated lane for Metrobus
- The continuity of service provided by the great Western Air Ambulance and National Police Air Services
- Infrastructure delivery including trigger points
- Sustainable modes of travel including access to the Mall, the Concorde Museum and employment areas
- The relationship of the proposal to CS26 and in particular whether or not the scheme delivers high quality employment opportunities
- The name of the development
- Design quality
- Sense of place/local distinctiveness
- Affordable housing provision
- Details of landscape framework plan
- The location of the waste facility
- Land contamination
- A plan to show the location of the enterprise area
- The consultation response from Bristol City Council

## **1. THE PROPOSAL**

Outline planning permission is sought for a mixed use development on 143 hectares of land on the former Filton airfield between the A38, the A4018 and the communities of Filton, Patchway, Brentry and Catbrin, with the majority of the site comprising the former operational airfield and associated buildings and hangars. All matters are reserved for future reserved matters consideration, except means of access to the site, the detail of which is to be determined at this stage. The proposed mixed use development would include:

- Up to 2,675 residential units, including 2,585 dwellings, 50 flats above the mixed use parcel, 40 live-work units and a 70- bed residential extra care facility parcel;
- 24 ha employment development comprising business (B1 a/b/c), general industry (B2) ; of this up to 12ha would be B1a (offices) and a minimum of 12ha would be B1b/c or B2
- site reservation of 0.45ha for rail station;
- Community centre, incorporating library, youth space and GP surgery;
- Mixed use parcel comprising chemist, dentist and small scale retail uses;
- 2 nurseries (72 spaces);
- 2 Primary Schools ( 2 and 3 FE);
- 1 Secondary school (7FE) including built sports facility;

- Dual use formal sports facilities within the secondary and primary school sites;
- Youth and children's play areas, allotments, informal open space, semi-natural open space;
- A network of SUDs areas;
- Retail/food and drink facilities in employment hub building;
- 120- bed hotel;
- Foodstore – up to 2,787 sqm gross floorspace;
- Pub;

*The following plans/documents have been submitted to be approved as part of any Outline planning permission:*

- Design and Access Statement
- Heights Parameter Plan
- Density Parameter Plan
- Landscape Parameter Plan
- Access Parameter Plan
- Land Use and Quantum Parameter Plan
- Phasing Parameter Plan
- Brabazon Roundabout Access
- Blenheim Roundabout Access
- A38 proposed new access
- Tree retention and removal plans

*The following plans/documents have been submitted in support of the application:*

- Environmental Statement and Addendum
- Illustrative Masterplan
- Transport Assessment
- Planning Statement
- Flood Risk Assessment – Revised Version 6
- Construction and Environmental Management Plan (framework)
- Sustainability Strategy
- Energy Strategy
- Waste Strategy
- Statement of Community Consultation
- Retail Statement and Addendum
- Landscape Plans
- Tree Survey and Arboricultural report
- Utilities and foul drainage assessment
- Affordable Housing Statement
- Strategic Landscape and Ecology Management Plan

## 1.2 *Reserved Matters*

For members' information, although all matters are reserved for future consideration except means of access, with an application for outline planning permission, detailed consideration will always be required of the use and amount of development. This information is set out in the submitted parameter plans. The references to 'use' and 'amount of development' relate to the Design and Access Statement. To approve an

outline application, the Local Planning Authority needs sufficient information to demonstrate that the use and amount of development proposed can be satisfactorily accommodated on the site. If it is considered necessary to ensure that the reserved matters accord with the information submitted as part of an application and/or any elements of the Design & Access Statement, including the amount of development, this will need to be made clear by condition.

### 1.3 Revised Scheme

Since the application was submitted, officers have secured the following amendments to the scheme:

#### *Heritage Issues*

- Introduction of a larger civic space at the northern end of Concorde Boulevard adjacent to the approved Concorde Museum. This should afford more visibility to the proposed Concorde building and provide more of a buffer between the adjacent listed building and the proposed employment area.
- Greater distance between the listed hangar (16M) and the indicative building blocks to the south west, and a reduction in scale of the proposed blocks.
- Greater intervisibility between the retained hangars-16U within the application site and 16M within the Concorde Museum site.
- Repositioning of the proposed pub to ensure greater visibility to, and appropriate setting for Cedar House-- a listed building to the south of the site.
- Retention of some of the A38 air raid shelters.

#### *Eastern neighbourhood and Transport Issues*

- Removal of Class B8 (storage and distribution) from the proposal
- Safeguarding of the proposed employment area for aerospace and advanced engineering uses.
- Creation of a segregated, bus only, route through the site from Combination Ground junction and San Andreas roundabout which would be used by Metrobus and service buses
- A38 new access into the site realigned to enable an effective tie in with the proposed East Works (Rolls Royce) site new access.
- Use of Combination Ground junction and existing A38 underpass to provide for bus access instead of just serving Airbus as originally proposed.
- Amended locations of bus stops

#### *Central neighbourhood*

- Provision of community centre combined with GP surgery, library and sports facilities
- Relocation of skate park into Charlton Park
- Relocation of an equipped play area into Charlton Park
- Provision of an area of managed meadow in the southern part of Charlton Park, adjacent to Charlton Common
- Additional outdoor sports facilities and a pavilion for the bowling green and dual use cricket pitch

#### *Landscape and Urban Design*

- Rail station site provided with direct view corridor from employment area, through reorientation of street layout and buildings
- Enlargement of tree belt around Filton Wood Site of Nature Conservation (SNCI)
- Increase in quantum of semi natural open space
- Increase in quantum of outdoor sports provision
- Increase in quantum of children's play
- Increase in quantum of allotments
- Provision of additional on- site open space for extra care site
- Removal of play areas from Henbury Trym corridor
- Additional tree planting

1.4 The proposal is summarised as follows:

Proposed Vehicular access points

A38: a proposed new signalised junction that will tie in with the proposed junction works for East Works.

Use of Combination Ground junction and A38 underpass to serve bus traffic, including Metrobus, as well as the airbus only traffic.

Blenheim Roundabout, Hayes Way: a proposed additional southern arm from the existing roundabout, providing the eastern vehicle gateway to the airfield east residential and employment areas.

Brabazon Roundabout, Hayes Way: a proposed additional southern arm, providing vehicular access to the central residential neighbourhood and neighbourhood centre.

Merlin Road: a new signalised 'T' junction access on Merlin Rd to be constructed, to provide vehicular access to the western neighbourhood.

Fishpool Hill/Wyck Beck Rd: the primary vehicular route links through to the Fishpool Hill (Persimmon) site in the south western corner of the airfield.

1.5 Public Transport Access

As noted above, the Combination Ground junction and A38 underpass will serve bus traffic, including Metrobus. To deliver suitable gradient for the exit ramp into the airfield requires changes to the alignment of the underpass.

A bus only route now runs from San Andreas roundabout to the Rail Station

Charlton Road: mid- way along the southern boundary of the site is proposed a bus only access junction from Charlton Rd. This existing access to the airfield will be retained as a bus gate, along with pedestrian and cyclist movement, allowing for direct north south bus connections across the airfield to the San Andreas Roundabout on Hayes Way to the north of the site.

San Andreas Roundabout, Hayes Way: a proposed additional southern arm from the existing roundabout, providing Metrobus and local bus access, as well as being a key link for pedestrians and cyclists.

Fishpool Hill bus route to Wyck Beck Road – on the western boundary of the airfield site for local buses.

New Rail station: land for a new rail station has been safeguarded within the south eastern corner of the airfield site.

#### 1.6 Pedestrian and Cycle movement

The CPNN SPD sets out required strategic walking and cycling routes connecting the following key links: Station Rd and the A4018, Cribbs Causeway, Local centres within the new development, Fishpool Hill, Charlton Rd, Coniston Rd, sites of the proposed railway stations, A38 access junctions, Hayes Way junctions. The pedestrian and cycle strategy for the airfield illustrates these linkages within and beyond the site. The routes provide north/ south and east/west connections and routes that run through green corridors and past both proposed play areas, schools and along key routes through the residential and employment areas, as well as connections to the surrounding areas.

A cycle trunk route will be delivered within the airfield, aligned to the former runway axis, linking the A4018 Cribbs Causeway in the west to the A38 in the east. The part of the airfield site that abuts Hayes Way will provide a southern footway.

A cycle path link will be facilitated along the eastern boundary of the Concorde Museum site.

The central green corridor formed by extending Charlton Common into a central parkland would provide pedestrian linkage on a north south axis through the site, improving connectivity between Southmead and Cribbs Causeway.

A direct cyclepath would link through the site to the future rail station in the south eastern corner.

A key cyclepath link through from Fishpool Hill provides another north south link within a green corridor linking Brentry and the facilities at the Mall and the Venue.

The western most cycle link would link Fishpool Hill to Catbrain Lane to the north of the site.

There are a number of potential pedestrian linkages to the existing public right of way along the northern boundary of the airfield site.

Safe routes to school would be provided through the development, although the detail of these routes would be safeguarded through the Detailed Masterplan to be approved after any outline consent and prior to any reserved matters applications.

#### 1.7 Site layout rational

The Design and Access Statement (DAS) is structured around the creation of three neighbourhoods, which principally respond to the site's topography, with the Central neighbourhood lying at the highest point of the site, with the West and East neighbourhoods sited on falling land either side of the crest. These neighbourhoods

have also been structured around the three main public parks within the scheme, in order to give each area a natural focus.

#### *Heritage Assets*

Listed Hangars 16S and 16M lie just outside the site boundary and are the subject of a recent planning permission for the Concorde Museum proposals. The proposed Concorde Approach Linear Park to the south of this is aligned to form a strong visual axis between this area and the main access to the south. The listed General Service Shed (16U) lies within the site to the west of the Concorde Museum area, and is to be retained as a mixed use building. The listed pillbox is to be retained to the edge of the new allotments adjacent to the southern boundary of the site. Development near the listed Cedar Lodge to the south of the site comprises Charlton Park, in order to provide an open aspect. Further the locally listed air raid shelters along the A38 are to be partially retained.

#### *Employment Land*

24ha of employment land is proposed adjacent to the A38, the location being as per the Enterprise Area Vision. Of this up to 12ha would be B1a (offices) and a minimum of 12ha for B1b/c (research and development and industrial processes) and/or B2 (general industrial) uses. The Masterplan also indicates a single, large site suitable for a head- quarters building. A rail station site is safeguarded alongside the rail line in the south west of the site, with land for the provision of interchange facilities for bus and cycle and some car parking. The location is broadly similar to that of the former Filton North stop. Significant areas of landscaped Sustainable Urban Drainage Systems (SUDS) will also be provided in this eastern part of the site.

#### *Central Neighbourhood*

The neighbourhood centre is proposed on the higher ground in the centre of the site. Community uses would be focussed in this centre, including secondary school, western primary school, nursery, health uses, retail, sports, multi- use community centre including library, youth space and GP surgery, pub and extra care facility. In addition, a destination park of some 3ha in area. It lies at the convergence of routes from Highwood Road, Charlton Road, Merlin Rd, Hayes Way and the new routes within the airfield itself. In the centre of this neighbourhood, the secondary school offers dual use outdoor sport facilities and a sports hall. The proposed supermarket (2,787 sqm) would be sited alongside Merlin Rd. The extra care facility would be located on the Metrobus route, overlooking the main thoroughfare east to west and the secondary school.

#### *Eastern Neighbourhood*

This is a mixed use area as the employment campus is located within the eastern part of the site and the residential part of this area is focussed around the East park public open space. The eastern primary school and play areas for children and youth will also be located in this area. In response to the railway line along the southern boundary of the site, would be provided a landscaped bund and allotments as buffer to the residential area where the rail line is not in a cutting.

#### *Western Neighbourhood*

This residential area to the west of the neighbourhood centre is focussed around the West Park open space and the Runway Linear Park axis forms a spinal route through this neighbourhood, linking key destination landscaped spaces. In contrast to the



eastern neighbourhood, the western area is more organic in structure formed by aligning routes and development blocks to the contours of the land.

## 1.8 **Site and Location**

The application site is 143.13ha in size, lying between the A38 (to the east), the Cribbs Causeway retail and business area and Charlton Hayes development site (to the north and west) and the Henbury Loop rail line and Fishpool Hill application site to the south. The administrative boundary of South Gloucestershire Council and Bristol City Council are defined by the railway line along the sites southern boundary. The application site is defined as the extent of the former airfield, but includes areas of proposed highway access and drainage which lie outside that. The site comprises the former 2.5 km long main east/west runway and part of the north/south runway. It includes areas of grass runoff and overspill.

Filton Airfield was the UK home for the construction and testing of the first supersonic passenger jet, Concorde, and today, the final Concorde to be decommissioned sits within the airfield near the southern boundary. It is intended to be housed in a new purpose built hangar which has been granted planning permission (subject to a legal agreement) adjacent to the existing listed hangars to the north east of the current application site. This area is currently used for the flight operations of the Great Western Air Ambulance and Police Helicopters, for whom an alternative home is being sought due to the development of the Aero Heritage Museum. On the airfield site, the existing buildings are largely located at the eastern end, as this was the operational part of the site, including building 16U- general service shed, control tower, fire station, flight operations building within the site.

## 2. **POLICY CONTEXT**

### 2.1 **Statutory Context**

Community Infrastructure Levy regulations  
Regulation 122- statutory tests for planning obligations  
Town and Country Planning Environmental Impact Assessment Regulations 2011

### 2.2 **National Guidance**

National Planning Policy Framework March 2012  
National Planning Policy Guidance March 2014

### 2.3 **Development Plans**

#### **South Gloucestershire Local Plan (Adopted) January 2006 (saved policies)**

L1	Landscape Protection and Enhancement
L9	Species protection
L10	Historic Parks and Gardens
L11	Archaeology

EP2	Flood Risk and Development
EP6	Contaminated Land
T12	Transportation Development Control Policy for New Development
LC12	Recreational Routes
L16	Protecting the best agricultural land
L4	Forest of Avon
L7	Sites of National Nature Conservation Interest
L8	Sites of Regional and Local Nature Conservation Interest
LC1	Provision for sports, leisure and community facilities
LC2	Provision for education facilities
T6	Cycle routes
LC12	Recreational routes
S2	Proposals for health provision
S3	Proposals for social service provision

#### South Gloucestershire Local Plan Core Strategy Adopted December 2013

CS1	High Quality Design
CS2	Green Infrastructure
CS4	Renewable or Low Carbon District Heating Networks
CS5	Location of Development
CS6	Infrastructure and Developer Contributions
CS7	Strategic Transport Infrastructure
CS8	Improving Accessibility
CS9	Managing the Environment and Heritage
CS16	Housing Density
CS17	Housing Diversity
CS18	Affordable Housing
CS23	Community Infrastructure and cultural Activity
CS24	Green Infrastructure, Sport and Recreational Standards
CS25	Communities of the North Fringe of Bristol Urban Area
CS26	Cribbs Patchway New Neighbourhood

#### Supplementary Planning documents and other relevant documents

Cribbs Patchway New neighbourhood Development framework SPD (adopted March 2014)

South Gloucestershire Design Checklist (Adopted)

Affordable Housing Supplementary Planning document (Adopted)

South Gloucestershire Biodiversity Action Plan (adopted)

South Gloucestershire Residential Parking SPD

South Gloucestershire Landscape Character Assessment SPD

South Gloucestershire Play Strategy (Agreed by Cabinet 2006)

South Gloucestershire Statement of Community Involvement (Adopted)

South Gloucestershire Waste Collection SPD (adopted Jan 2015)

### **3. RELEVANT PLANNING HISTORY**

- PT13/007/SCO- Scoping opinion dated 9.4.14 issued under the Environmental Impact Assessment Regulations for up to 2,750 homes and approximately 24 ha of employment land (which includes land to enable the delivery of a heritage aviation

museum). A mix of B1 a/b/c (business), B2 (general industrial) and B8 (storage and distribution) employment together with supporting community uses on 149 ha of land on the former Filton Airfield, Filton

- In November 2014 the Council's Planning, Transportation and Strategic Environment Committee endorsed a 'Framework Plan' submitted jointly by developers of the wider Cribbs/Patchway New Neighbourhood.
- Framework Agreement for the Cribbs/Patchway New Neighbourhood – DC West resolved to approve 3<sup>rd</sup> February 2015
- PT14/0565/O -land at HAW WOOD - Mixed use development of 51.49 hectares of land comprising: up to 1,000 new dwellings (Use Class C3); a 36-bed Extra Care Home (Use Class C2); a mixed use local centre including a food store up to 2000 sq.m. gross floor area (Use Classes A1, A2, A3, A4, A5, B1, D1, D2); a 2-form entry primary school; community facilities including a satellite GP surgery, dentist and community centre; associated public open space and sporting facilities; green infrastructure integrated with foot and cycle paths; together with supporting infrastructure and facilities including three new vehicular accesses. Outline application including access, with all other matters reserved. Resolved to grant planning permission 12.3.15
- PT12/1930/O- land at FISHPOOL HILL/Wyck Beck Road- mixed use development on 53.8ha comprising up to 1,000 dwellings, a local centre, a primary school together with supporting infrastructure and facilities including new vehicular access with Wyck Beck Rd, public open space and landscaping. Outline application including access, with all other matters reserved. Committee resolution to grant planning permission on Jan 2014 and updated in Feb 2015.

#### **4. CONSULTATION RESPONSES**

##### **4.1 Filton Town Council**

- Serious concerns on the traffic impact to Filton
- Clarification required on the 50 ha identified for jobs
- Impact on retail and leisure facilities already provided in Filton – consideration of S106 monies be given to Filton
- Helicopter site should be saved
- Concorde Museum should be delivered within a timescale
- Construction vehicles will cause chaos and mud on roads
- A section of the runway should be retained for heritage, with a plaque
- Naming of roads to be named after aircraft
- Lack of cemetery provision
- Ensure water harvesting

##### **4.2 Patchway Town Council**

Supports the application but is concerned about the integration of the east of the development with Charlton Hayes. Permeability of Hayes Way should be ensured by traffic light controlled crossings.

#### 4.3 Almondsbury Parish Council

-Concerns over the development:

- Volume of traffic generated onto an already congested infrastructure
- Phasing of the development to ensure that schools are ready and open when needed
- Provision for adequate supporting services
- Adequate drainage and sewerage facilities
- Absence of a cemetery
- Concern that cumulative impact with other nearby developments is not being considered.

#### 4.4 Environment Agency

Originally objected to the application on the grounds of insufficient information, the EA have now withdrawn this objection. The comparative surface water runoff rate calculations demonstrate that the design approach within the revised FRA (Version 5, Jan 2015) will result in lower discharge rates. The hydrographs indicate that the peak flow in the Stoke Brook downstream of the development will be significantly lowered as a result of the development. We recommend that a condition be imposed to ensure that prior to development approved by Reserved Matters applications, detailed drainage designs for each parcel or phase, incorporating sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development shall be approved by the LPA.

Further, a condition be imposed to deal with contamination, in order to prevent pollution of the water environment

#### 4.5 Highways England

Following their original Direction of Non- Approval for six months from November 2014, when the application was originally submitted, Highways England's (HE) formal recommendation is NO OBJECTION. This updated position follows the submission of revised proposals and supporting documents, in particular the Transport Assessment Addendum (TAA) dated April 2015, which has clarified the following:

Details of the aims and objectives of the Public Transport Strategy Workshops and identifying the member organisations of the Steering Group; SGC have provided us with assurance that we will be consulted on matters affecting the Strategic Road Network (SRN) and targeted measures on the rail network and sub-regional /regional bus journeys as identified in the Framework Travel Plan (FTP) SRN Addendum contained in the TAA.

The Filton Airfield Indicative Transport Mitigation Implementation Plan (FAITMIP) should follow through into the individual residential and occupier travel plans.

The revised FTP includes a number of statements relating to funding and delivery of the FTP measures and occupier travel plans (OTPs).

*"The implementation, delivery and ongoing monitoring of Occupier Travel Plans will be the responsibility of end users (owners/tenants) of commercial buildings in accordance with the requirements of the Framework Travel Plan. The implementation of Occupier Travel Plans by the end users of commercial buildings is anticipated to be secured through Planning Conditions."*

There is however no reference within the FTP to how and when the residential travel plan will be implemented and when the residential travel plan monitoring will commence. Due to the size, nature and location of the development, we would request that we are also consulted alongside SGC on the travel plan monitoring reports and any amendments to the travel plans or remedial measures that may be required. These remaining matters can be addressed by planning condition. It is recommended that the delivery of the individual travel plans and the monitoring, measures and initiatives are secured by clauses within the S106 Agreement.

The traffic modelling undertaken within the original TA assumed a new access would be constructed between Merlin Way and the airfield development. Modelling results have now been submitted of the possible scenario in which the proposed new access on to Merlin Way is not delivered. We sought assurance that this scenario would not result in a material difference in the impact on the SRN from that of the modelling results presented in the original TA. We do not consider the impact of the 'without Merlin' scenario to be materially different from that demonstrated in the original TA.

Highways England is grateful for the continued work by the applicant and its consultant, and for the ongoing dialogue between all stakeholders which has taken place during the six-month period of our Direction of Non-Approval. We are satisfied that all of our original requests have been satisfactorily addressed, supported by the planning obligations proposed by planning authority to address specific site measures. Highways England has no further points to raise and we are satisfied that the proposed development is acceptable to us in planning terms. We wish to add our support for planning obligations and conditions proposed by the planning authority and local highway authority to address the management of traffic during construction, the delivery of highway and public transport mitigation schemes in a timely and efficient way and travel plan measures to minimise travel by car and encourage modal shift.

#### 4.6 Natural England

The application site is within 4km of a European designated site (protected by the Habitats Regulations)- the Severn Estuary Special Protection Area and Special Area of Conservation, also Ramsar site and Site of Special Scientific Interest- and therefore has the potential to affect its interest features. The proposal is unlikely to have a significant effect on any European site and therefore can be screened out from any requirement for any further assessment. The LPA should consider the other possible impacts resulting on local sites – biodiversity and geodiversity, local landscape character and local or national biodiversity priority habitats and species. We have not assessed this application for impacts on protected species, however we note that great crested newts have been recorded in the lagoon to the east of the site, and within 500m of the site in a pond to the south west.

The application provides opportunities to incorporate features into the design which are beneficial to wildlife, for example bird nesting boxes and bat roosting opportunities. Such measures should be ensured if planning permission is granted.

#### 4.7 Wessex Water

We have worked with the developer's drainage consultant to provide for long term and interim capacity arrangements for foul water disposal. A Utilities Infrastructure Appraisal (UIA) has been submitted. A framework has been developed upon which the phasing arrangements can be drained through a series of temporary and permanent measures using a range of pumping stations and outfalls. We acknowledge that the scale of the development prevents detailed agreement on all engineering matters at this stage, however we wish to ensure that the UIA carries some weight in the planning permission granted, therefore a condition is sought that the drainage strategy is agreed and approved by the LPA in consultation with the sewerage undertaker. This will ensure the continuity and delivery of the planned infrastructure throughout the development. Some elements will need to be delivered in coordination with adjacent developments. Strategic sewer routes and oversizing arrangements will support the infrastructure delivery plan for CPNN.

Revised proposals allow for the construction of a new swale/attenuation pond which will form part of the required measures to mitigate flood risk from the developed site. We advise the applicant to contact Wessex Water to discuss foul and surface water disposal and adoption requirements. Sewers will be adopted by formal agreement under S104 Water Industry Act 1991. Further consideration of the detailed drainage arrangements are needed to secure ownership and maintenance responsibilities and needs to be addressed as soon as possible to clarify adoption requirements and obligations.

#### 4.8 The Mall, Cribbs Causeway

Support the principle of the development of the airfield site and the objectives of the CPNN. The design of the site provides opportunities to link with the Mall across Merlin Rd.

Main accesses to the site should not be the critical junctions to the Mall and Venue – i.e Merlin Rd roundabout and San Andeas roundabout. We object to the inclusion of a primary link road junction onto Merlin Way as it will increase traffic at these roundabouts and impact on current and future operations of the Mall due to adverse impact on the flow of traffic along Merlin Way.

It is subject to the agreement of adjoining landowners and further transport capacity assessment is required to ensure that it will not have a material impact on the operation of the Mall. This concept is enshrined in the approved Framework Plan.

No objection to the proposed local centre and retail floorspace. A condition should be imposed to ensure that what is delivered reflects what is considered by the Retail Statement to ensure that it performs the role of local centre.

#### 4.9 Network Rail

At the time of writing, a holding objection from Network Rail's Level Crossing Manager and Liabilities Team remains the response on file. If any further comments are received, Members will be updated at Committee.

#### 4.10 Historic England

No comment

4.11 Bristol Zoo Gardens/ National Wildlife Conservation Park

Effective pedestrian, cycle and public transport links are essential. Developers should help fund improvements to junction 17 of the M5 which also serves the wildlife park. The development should not prejudice the permitted wildlife park to be developed out over many years to realise the NWCP masterplan. This emerging major visitor attraction will support the viability of public transport links in the area.

4.12 South West Transport Network (D. Redgewell)

The development will need a focus around a public square, shopping centre and railway station with transport interchanges and ancillary facilities such as library. Metrobus should be a planned route through the development site. Cycling routes, footpaths, pavements and wheelchair accessible routes and local bus services are also required. SGC and BCC should work together in planning the new community. Existing development has gone ahead without Romney Ave bus gate and without bus lanes between Horfield and Aztec West.

Following reconsultation on the revised scheme, a further comment was received with further comments on the future Metrowest rail improvements. Also that the site should be fully integrated with The Mall shopping centre plan.

4.13 Cllr Campion- Smith (Henleaze ward)

Concerned about traffic. Some comfort is gained from the proposed travel plan and the report linking timing of house building to transport infrastructure, but it is difficult to see how capacity in the road system can be increased. A dramatic increase in numbers walking cycling and using public transport is required. Although an excellent option, when will Henbury Loop open? A park and ride should be included with a fast reliable bus service. I stand by my objection to the loss of the airfield. The public should receive some benefit from the closure of what might be a public asset.

4.14 University Hospitals Bristol NHS Trust

Object to the loss of the airfield. The development will result in 11,000 cars on the road system.

4.15 Sport England

We welcome the new sports hall at the Secondary school. We recommend a contribution towards off site swimming. The Football Association is supportive of the overall 'framework approach and will enable comments on individual planning applications to relate back to a masterplan. There are a number of local clubs in the area that would benefit from new pitches as they would pick up new players from the development and make use of the new facilities. The dual use within the Secondary school, whilst maximizing use, can lead to issues of overuse, access and management issues, maintenance and line marking issues and security of the school site. The England Cricket Board have stated that they would prefer to see two full sized cricket grounds accommodated. England Hockey comments that they are pleased to see the proposed provision of a hockey pitch within the sports hub. In the light of the above, Sport England are unable to support the application. In response to the reconsultation on the masterplan (which included increased POS). Sport England have objected and stated that their concerns over dual use remain, and lack of indoor

sport. SE do not agree with the Council's policy of double counting artificial pitches in POS quantity.

4.16 Avon Fire and Rescue

Central Government does not provide any funding for the capital cost of growth related infrastructure. The development will contribute to an increase in demand for Avon Fire and Rescue Service. Additional fire hydrants (£1,500 / hydrant) will be required to be installed for fire-fighting purposes as a direct result of the development, so the costs should be borne by the developers.

4.17 CPRE- Campaign to Protect Rural England

Over-development which will result in the swamping of existing infrastructure and facilities. We are not reassured by the Environmental Statement on cumulative effects. Not clear how the proposed phasing will link with the infrastructure provision. Concern over vehicle use. Over-reliance on the ability of existing bus operators to provide a service which will result in reduced car use. The effect of a new neighbourhood or small town on the north fringe of Bristol where traffic is already at capacity will be significant.

Concern over cumulative impact of street lighting. Housing should enrich local character and use sustainable construction methods and be energy efficient. The applicants should work with Avon Wildlife Trust on how to provide suitable habitat for plants and wildlife on brownfield sites. CPNN can be re-greened. Local food and independent retailers should be within the retail strategy. With regard to health, although GP surgery is proposed, a larger scale community health facility is needed as Southmead is struggling to provide acceptable levels of healthcare.

4.18 Police and Crime Commissioner for Avon and Somerset

On behalf of the National Police Air Service and the Great Western Air Ambulance Charity. Both are continuing to work with Bae in order to find an agreeable solution for all parties to ensure the 'continued operation of the GWAA and PAO'.

4.19 Royal Mail

Object to the proposal due to concerns over impact on Royal Mail's operations. Postal and delivery operations rely heavily on roads. Disruption to the highway network and traffic delays can have direct consequences, potentially affecting its ability to meet its obligations as a Universal Service Provider and resulting in financial loss. The mail handling facility abutting the site employs 1,200 staff and is operated 24/7 every day of the year. It is expected to increase its operational significance. Delays due to traffic at this major hub will have a knock on effect over the whole region and this results in financial penalties. Although aware of the package of transport measures, these remain to be fully tested and proven as being effective. Traffic model used based on peak hour, whereas RM uses off peak hours.

Potential for bad neighbour issues due to noisy and unsociable hours that RM keep, therefore residential development shouldn't be permitted nearby. 300 metres to nearest dwellings is closer than when 50ha employment proposed but this should be far enough away to preclude complaints as long as the parameter plan is adhered to. Three-



storey heights adjacent to the RM building could adversely affect it. Planning conditions should require B8 uses to be adjacent to RM, and a minimum distance to residential properties.

The new population will generate a need for an enlarged delivery office and this site of 0.6ha should be accommodated within the application site through a S.106.

Following reconsultation, Royal Mail has confirmed that there is still an objection on the grounds of increased congestion and a detrimental impact on Royal Mail's transport operations. The proposed A38 junction and its impact on Gipsy Patch Lane could be significant. The results of the BAe modelling suggest that there would be significant over capacity on certain arms of the Gipsy Patch Lane/A38 junction. Inadequate sensitivity testing has taken place.

#### 4.20 Bristol Cycling Campaign

A direct cycling route should be provided between Charlton Rd and Highwood Rd, with the siting of the Secondary School no precluding this.

The Cycle Trunk Route offers a good east west route, but unnecessary turns should be avoided if possible. The Cycle Trunk should not be shared with pedestrians. Priority should be given to cyclists at junctions. 20mph should be specified. Cycle parking will be required at key locations. Key cycle routes should be made more explicit in the application.

#### 4.21 Bristol City Council

##### *Economic Impact*

The Economic Development Team has advised that it does not consider that the reduction in the employment land allocation at the Airfield from 50 ha to 24 ha presents a major risk to the aims of the wider Filton Enterprise Area, for two reasons:

- (i) At least one other major employment site, the ex-Rolls Royce East Works, is set to move forward again, and potentially offers a substantial quantum for B2/B8 uses.
- (ii) The need to provide a wider range of jobs in local services which will be readily accessible to the CPNN community. The strategy should be to build maximum flexibility into the future mix of employment uses, that will address both the local employment needs of the new CPNN community and the strategic development needs of the aerospace, defence and related engineering sectors.

The future needs of the aerospace and engineering sector are very difficult to forecast in terms of optimum mix of office, research and development, and manufacturing / assembly facilities, due to the general volatility in global markets and intra UK and EU competition factors.

Provision of B1 workspace specifically aimed at local community-based entrepreneurs (both new start-ups and existing self-employed or growing micro businesses seeking full or part-time use of workspace and training facilities) should be given a greater emphasis and quantum.

##### *Retail Impact*

The findings of the retail statement are considered acceptable, the quantum of retail floorspace proposed for the development is in proportion to the needs of the new community and no objections are raised to the retail impact of the proposed

development on Henbury or any other existing centre in Bristol.

#### *Transport*

BCC officers require that the following matters are addressed through the delivery of mitigating infrastructure to support CPNN within Bristol's highway network and are currently in dialogue with officers at SGC to enable the delivery of the following infrastructure which will be funded through the £5,800 per dwelling for transport which SGC are set to agree with the various developer consortia through a CPNN framework agreement under s106.

#### *Improvements to BCC's network along the A4018 and to the west:*

Significant progress has been made towards developing improvements to public transport accessibility and reliability along the A4018 corridor to the west of the development. This will be subject to detailed microsimulation modelling in due course. However, the current extent of agreed works is provided below:

- 1) Implementation of network management and bus priority measures along the A4018, including:
  - a. Signalisation of the A4018 Wyck Beck Road / Knole Lane / Crow Lane roundabout
  - b. Signalisation of the A4018 Passage Road / Greystoke Avenue junction
  - c. Further network management measures along Falcondale Road and Westbury Road
- 2) Delivery of a cycle route along Fishpool Hill / Brentry Lane
- 3) Delivery of a cycle route between Cribbs Causeway and Station Road, Henbury
- 4) Associated traffic management within the areas of Henbury and Westbury-on-Trym

#### *Improvements to BCC's network along the A38, B4056 and to the south*

In keeping with SGC's adopted Supplementary Planning Document (SPD) and following confirmation of the impact of the CPNN development on Bristol's highway network to the south and east of the development, BCC's requirements in this area are as follows:

1. Public Transport, walking and cycling enhancements along the A38 Gloucester Road and B4056 Southmead Road corridors towards Bishopston and Henleaze, respectively.
2. The delivery of an early public transport connection to the BAE site via Charlton Road;
3. The delivery of high quality cycle corridors along the following routes:
  - a. Charlton Road / Pen Park Road between CPNN and Southmead Hospital
  - b. Between BAE site and Southmead Road (in the vicinity of the BAWA site)
- c. B4056 Southmead Road between A4174 and Eastfield Road

The above infrastructure currently forms part of an ongoing dialogue with officers at SGC and it is expected that an agreed sum of money will form a legal agreement between the two authorities to allow for the above infrastructure to be delivered in a timely fashion and at an early enough stage to have a positive impact upon the travel

habits of residents / users of the new development.

#### *Internal Layout & phasing*

This is a matter where SGC highway officers from both authorities are in agreement. SGC have very recently shared some initial phasing plans for the whole of CPNN which attempt to address this and other concerns surrounding the internal layout and infrastructure. At the time of writing, BCC officers are currently reviewing this documentation and will therefore be in a position to update members verbally at committee on officers' views on this submission.

#### *A38 access and operation*

When assessed by signal engineers at BCC, the initial proposed access junction to the A38 was found to be an unworkable and complex. Following the submission of a Transport Assessment Addendum on the 8<sup>th</sup> May, the applicant has sought to address these concerns by providing a solution which incorporates a bus-gate ahead of the junction with the A38 to enable public transport an advantage over general traffic and in doing so minimising delays to bus passengers exiting the site. At the time of writing BCC officers are still assessing the various modelling outputs of this solution and intend to update members verbally at committee in relation to this matter.

#### *BCC Conclusion*

The primary issue with this application is transport and BCC Transport officers have been working with their counterparts at SGC on this matter. Significant progress has been made and there are no substantial issues that need to be resolved.

#### 4.22 Local residents

The consultation has resulted in one letter supporting the redevelopment of the airfield for much needed dwellings, together with 63 letters from local residents objecting to the application on the following summarised grounds:

- The airfield should be regenerated not redeveloped
- Jobs not houses needed
- A38 difficult to get onto already due to Highwood Rd closure
- Traffic already gridlocked when roadworks/accidents on motorway
- Waste of a good airfield which will never be replaced
- Impact on Gipsy Patch Lane
- Filton traffic already at saturation point
- Increased air pollution
- Increased traffic already on Patchway roads due to Highwood Rd closure
- Loss of 100 years of aviation history
- Cycling provision within development should be a priority at the outset
- Cycle lanes should be provided for commuters between Filton Ave and Charlton Rd; Filton Ave and Merlin Way; Merlin Way and A38 Hayes Way junction; Charlton Rd and Merlin Way.
- Off road cycle provision for less experienced cyclists
- Cycle routes between schools, shops and rail stations
- Crow Lane roundabout already queues to Cribbs Causeway
- Flooding potential due to amount of hard standing
- No proposed cemetery, church or recycling depot
- Airfield should be used as relief for other airports
- Right hand turn at bottom of Filton Hill would improve traffic

- Station Rd is used as a rat run to avoid traffic lights at top of Filton Hill, which is dangerous to Rectory Lane residents
- Timescale for supporting transport infrastructure is crucial and should be early
- Henbury Loop line reopening is needed at the outset
- Bus only route from Charlton Rd to the north is welcome but should remain bus only
- A large facility such as a stadium, arena, ice rink should be provided
- Air-raid shelters on A38 should be retained
- Concern over construction traffic noise
- Increase in crime in Charlton Mead estate
- Loss of wildlife along southern airfield
- Insufficient cycling routes within the site e.g to the schools
- No cycle link from Gipsy Patch Lane to the site
- Cycle and ped route required on southern side of Hayes Way
- Stationary vehicles producing CO2
- M4 link required
- The development should be purely employment, not housing
- Bae's short term financial gain will lead to long term detriment to the area
- Loss of jobs in the aerospace industry
- Runway is required for the local aeronautic industry
- Loss of emergency helicopters to an unnamed location
- Airfield should be listed
- Rail station not guaranteed and will be after the development
- Construction routing required by direct routes
- S 106 to upgrade of roads, e.g narrow Victorian bridges under rail line required at early stage
- A flyover over Crow Lane roundabout is required
- Site should be retained as business airfield
- Additional traffic management on A4018 required – 3 way traffic lights at Brentree Hill
- Park and ride required next to the new rail station with us shuttle to Southmead Hospital
- Through route from A38 to A4018 should be possible for public transport, peds and cyclists only
- Despite the glamour and reassurances the proposal will lead to traffic congestion
- The existing community will be left with increased litter, crime traffic and pollution
- Promised jobs will just be relocated ones
- Runway to landfill – waste of fossil fuels
- Undermining of SGC projects to encourage young people into science/engineering
- Supporting facilities such as schools, clinics, POS essential
- The site should be a tourist venue for Concorde
- Do BAe actually own the site? – it used to be Crown Land
- Loss of huge runway/industrial asset. Airbus need a runway
- Site is in a dip therefore smog does not dissipate – concern over pollution
- Existing local businesses will be harmed by the road congestion

- How will the 9000 jobs be guaranteed?

Following reconsultation on the ES Addendum, DAS addendum and revised Parameter Plans in April, three further resident consultation responses were received. No new issues were raised.

#### 4.23 SGC Economic Development Team

We will support this application in principle, subject to conditions being made on the applicant to ensure safeguarding for aerospace related use. The conclusion set out in the Filton Enterprise Area Employment Land Review (Hardisty Jones Associates) April 2015 (page 21, 5.4) proposes a time limited partial site reservation for aerospace and advanced engineering related use. We fully support this approach as the assessment suggests that market demands for development land at Filton may place potential risk on future aerospace growth. The balance of land available for B1a and other B class uses should be consistent with the finding of the Filton Enterprise Area Employment Land Review (page 20, 5.3.3) but taking into consideration the extent permission being brought forward at the Rolls Royce East Works site.

#### 4.24 SGC Drainage Engineer

We note that the Environment Agency have now withdrawn their objection to the proposal after receiving additional information that has satisfied their previous queries with the Flood Risk Assessment. Having reviewed the latest FRA (version 7, May 2015) we have the following comments:

- 7.6.5 This point mentions that both commercial plots and car parking should be designed using permeable paving. We would look for this to be conditioned so that the incorporation of permeable paving is part of drainage design. This is also referred to at the end of the comment.
- 8.2.4 Noted the requirement for assessment of groundwater flow if unlined ponds are to be used.
- 9.1.2 Noted the text update regarding attenuation ponds and SuDS components being in place and operational before the completion of development in each separate phase.
- 10.1.3 Point refers to ownership and maintenance responsibilities for SuDS features. A Surface Water Drainage Operation and Maintenance plan will be required and it is recommended that this requirement be conditioned.

We concur with the Environment Agency response dated 10<sup>th</sup> of March 2015.

SUDS: No development shall commence until surface water drainage details including SUDS, for flood prevention; pollution control and environmental protection have been submitted and approved by the Local Planning Authority. Outline application – Land set aside for this use is required as part of this submission.

Reason: To comply with Policy CS1 and CS9 of the South Gloucestershire Local Plan: Core Strategy (Adopted) December 2013 and National Planning Policy Framework 2012.

#### 4.25 SGC Transport Development Control

The comments of Transport DC are set out in detail under the *Analysis* section of this report. The Council's Transport Development Control Officer supports the application, subject to a number of conditions and Section 106 obligations pertaining to:

*Heads of Terms*

- Rail Station Land
- North South public Transport Link
- East West Link
- Cycle Trunk route
- Metrobus Extension route
- Framework Travel Plan
- Delivery of access junctions

*Conditions:*

- San Andreas roundabout improvements
- Single access point dwelling limit
- Safe Routes to school, walking and cycling
- Way finding strategy
- Metrobus and other bus stops provision
- School/community facilities linked by public highway to dwellings

4.26 SGC Urban Design Officer

The Council's Urban Design Officer has confirmed that the proposed design objectives/ parameters set out in the Design and Access Statement and accompanying information create a framework within which high quality design, in accordance with Policy CS26, the wider principles set out in the adopted Cribbs/ Patchway New Neighbourhood Supplementary Planning Document, and those shown in the endorsed Framework Plan, can be achieved. A condition is recommended to require the submission of a detailed masterplan and design code to be submitted for each geographical phase before any reserved matters applications for that phase are submitted.

4.27 SGC Landscape Architect

The Council's Landscape Architect has assessed the Landscape Visual Impact Assessment (within the Environmental Assessment) which assesses key viewpoints and public viewpoints in the surrounding area with both winter and summer views being assessed. It is considered that the landscape assessment set out has been undertaken in accordance with correct methodology and is sound for the purpose of assessing the application. The representative viewpoints and visual assessments have demonstrated that although the site is visible from a localised area, the level of landscape mitigation proposed as part of the development of the site, reduces the development impact significantly. It is considered that the proposals, as amended, are in accordance with the requirements of the CPNN SPD and overarching Core Strategy policies, subject to the conditions requiring detailed landscaping, in accordance with Outline principles to be submitted as part of the Reserved Matters. The detailed consideration and response can be found in the 'Analysis' section of this report.

4.28 SGC Ecology Officer

The Council's Ecologist has assessed the application and the ES and DAS Addendums and concluded that there is no objection to the application, subject to the

proposed mitigation measures being secured through the conditions relating to great crested newts, slowworms, hedgehogs, barn owl and kestrel, Landscape and Ecological Management Plan and badgers, together with informatives relating to bats and nesting birds. The detailed consideration and response can be found in the 'Analysis' section of this report.

#### 4.29 SGC Conservation Officer

The retention and repair of the listed hangar and pill box will be positive factors to consider, alongside the improvements and enhancements to the layout and setting of the museum site that have been secured through negotiation throughout the application consideration period and which have resulted in a revised masterplan in the eastern part of the site on all sides of the listed buildings in this area. From a purely heritage perspective, though, the benefits arising from this is not sufficient to outweigh the harm to the setting and significance of the designated and undesignated heritage assets, or their loss. The council will, therefore, need to consider whether the other wider public benefits arising from the scheme as a whole are sufficiently great to outweigh the identified harm to the heritage assets. Under paragraph 133 of the NPPF, where development will lead to substantial harm to or total loss of significance of designated heritage assets, it must be demonstrated that this harm is necessary to achieve substantial public benefits that outweigh that harm, having regard to the considerable weight afforded to designated heritage assets in the planning balance.

#### 4.30 SGC Tree Officer

An Arboricultural Impact Appraisal and method Statement has been provided. No category A trees will be removed, 3 category B trees will be removed and 8 individual trees and all or part of 24 groups of Category C (low quality) trees will be removed. Significant planting is proposed that will mitigate for the loss of trees. Tree protection measures are proposed to safeguard the retained trees. The Arboricultural method statement sets out how the development will not adversely affect the trees to be retained. Provided the contents of this report are adhered to, through a planning condition, there is no objection to the application.

#### 4.31 SGC Environment and Climate Change Officer

The submitted Energy Statement has regard to current energy policy and proposed policy for achieving zero carbon homes and commits to delivering compliance through the energy hierarchy approach of reducing demand, using energy more efficiently followed by supplying clean, renewable energy, where possible. In conjunction with the energy hierarchy approach, a series of design principles have been developed for the project for consideration within the detailed master planning process to including a number of passive and active building design measures which can reduce the energy demand of the development and ensure energy is used more efficiently. There is a commitment to the use of a selection of renewable and low carbon technologies subject to an assessment of end user's needs. The statement also includes a commitment to review and take into account the economic and technical viability of heat networks once the Council led evidence based study has been completed (initial results will be available in July 2015) It is suggested that the following issues should be addressed in conditions for the development:

All buildings shall be constructed to comply with the Building Regulations that are in force at the date that construction commences.

The energy statement must be refreshed and approved by the local authority prior to any work commencing and with submission of each geographic phasing plan. The energy statement for the development must have regard to site wide sustainable energy solutions including the viability of decentralised energy production and district heating.

In addition the developer should be encouraged to discuss and agree with the local authority the most appropriate strategy for ensuring compliance with the zero carbon homes policy, when it is introduced, in terms of on or offsite carbon abatement measures through Allowable Solutions.

#### SGC New Communities Coordinator

The central community centre complex has been altered to allow integration of the GP surgery and built sports, rather than providing them separately. The masterplan shows 0.6ha for a 3,368 sqm building for a library/ community centre /GP surgery as well as a linked building for indoor community sports; this is consistent with the headline specification and accommodation schedule for this community centre (DCC3) within the Framework Agreement for the CPNN. To be clear this is the indoor community sport (studios/halls/ancillary facilities & changing) described in the headline spec for the community centre, not to be confused with the changing and ancillary facilities to support the outdoor sport within the secondary school site. The headline specification within the Framework Agreement sets out the nature and indicative sizes for all the different spaces in the community facility and this will be appended to the s106, with detailed plans and management arrangements to follow at the appropriate stage. The intention is that the facility should be designed and managed to create a shared facility which will offer maximum benefit to the community and maximum use of flexible shared spaces. Long term management/maintenance regime of all these facilities will be critical to their success. By siting **g** and **e** adjacent to each other the developers have responded to our request to facilitate a multi-purpose community facility at the core of the airfield site with scope to provide flexible community centre space with youth space, and police office, together with library, GP surgery and indoor sport activity rooms. In principle this would allow a shared reception for management, bookings and assistance for users. (Locating residential above those community uses should be resisted.) In addition, the revised proposal now includes a pavilion for the bowling green and dual use cricket pitch as requested.

#### *Public Art*

Public Art should be integrated into the detailed design of landmark buildings especially the built community facilities and across the site through the emerging Green Corridors masterplan and the Public Art Strategy. The revised proposals reference public art which is welcomed due to the importance of public art in defining character, creating local identity and aiding legibility, especially in the light of the importance and history of the site.

The revised proposals concentrate on the role of public art in legibility through green corridors, public spaces and nodal points which is consistent with the recommendations of the CPNN Art Strategy and the Green Corridors Masterplan. A creative legibility scheme should be developed for the whole of the site that considers



connectivity as well as character areas with detailed proposals as part of the design code or Reserved Matters applications.

It is acknowledged that developer contributions for public art have not been sought in the framework agreement for viability reasons but, nonetheless, given the expectations for the site laid out in our Core Strategy and the CPNN SPD, consideration of creative design and role of landmark buildings alongside legibility and connectivity through green corridors should form part of Codes/ reserved matters applications.

#### 4.33 SGC Public Open Space Officer

##### *Informal recreational open space (IROS)*

Ten public squares are proposed as POS, accounting for 1.239ha of hard landscaping in addition to their 5.891ha of soft landscaping. The proposed status of cycle/pedestrian routes through POS needs consideration i.e. should they have a highway or POS status. There is a shortfall of 0.3 ha of IROS.

##### *Natural and semi natural open space (NSN)*

It has been agreed that SUDs/POS overlap may comprise the upper parts of the attenuation basins (including free-board) above the 1:100 year water level and/or a part of the basin lying between the 1:30 and 1:100 year water level providing the slope gradient is 1:5 or shallower and the SUDs/POS overlap area lies adjacent to, and is accessible from adjacent POS. There is a shortfall of 0.16ha of NSN.

##### *Provision for children and young people (Play)*

Greater clarity has been provided on play provision and subject to suitable design at reserved matters stage, a wide range of facilities will be provided for all ages and abilities of children and young people. Acoustic fencing may be required on the east side of the skate park. A number of smaller teen shelters dispersed throughout the various youth areas may be more appropriate. The revised application now complies with the minimum policy requirement for Play.

##### *Outdoor Sports Facilities (OSF)*

There has been an increase on the revised plans of 2,680sq.m. in order to meet the minimum requirements, by the inclusion of petanque at the extra care site and two additional Multi- Usage Games Areas. The tennis courts still remain within the school boundary and unless they will be available for public use during school hours then one of the MUGAs should be built to ensure tennis is one of the sports accommodated. At reserved matters stage sizes, specifications complying with governing body requirements for all pitches and ancillary facilities will be required, including allowance for the fact that the facilities will need to be of a high specification and design to cater for their dual purpose nature i.e. the level of usage they will incur. It will not be acceptable to reduce the amount of sporting provision at a later date in order to accommodate drainage within school sites. Only some of the sports facilities are proposed to be lit. Lighting should be provided for all the adult outdoor sports facilities otherwise they would not be able to be used in late afternoon/evenings for much of the year.

##### *Allotments*

Allotment provision has been enlarged and the minimum policy requirement is now proposed.

#### 4.34 SGC Environmental Health

No objections, but would make the following comments:

##### Contaminated Land

The historic use of the site as an airfield may have caused contamination which could give rise to unacceptable risks to the proposed development. The ES contains a number of reports relating to potential ground contamination.

The approach to the ground investigation, the methodology used including the assessment criteria and the conclusions of the reports are accepted. The Contaminated land risk assessment has been based on “receptor areas” reflecting the intended end use, but without the benefit of knowing the exact intentions of third parties. For each phase of the development the following should be submitted:

##### *Prior to submission of each reserved matters application*

- A summary of the findings of the ground investigation in relation to each phase and interpretation of the findings in relation to the proposed end use(s) (eg residential with gardens/commercial/school/public open space).
- Proposals for remediation of each phase (where this is necessary to mitigate against unacceptable risks to the development) which should accord with the broad terms of the BAE Contaminated Land Risk Assessment; Remediation Options Appraisal Report, and Remediation Implementation Plan, (September 2014).
- Should the proposed end use of a phase be revised to a more sensitive end use, then the findings of the ground investigation shall be re-assessed in line with that more sensitive end use.

##### *Post Completion*

- Post completion of each phase a verification report shall be submitted to demonstrate that any necessary remediation has been implemented satisfactorily. The verification shall accord with the agreed proposals in the BAE Remediation Options Appraisal Report, and Remediation Implementation Plan, (September 2014).

Where soils are reused on site they shall be sampled in accordance with the BAE Remediation Options Appraisal Report and Remediation Implementation Plan, (September 2014) and only reused in areas of the development where they have been classified as suitable for use. Records shall be kept of the quantity, classification and final destination of reused material.

If unexpected contamination is found after the development is begun, work shall immediately cease upon the part of the site affected. The Local Planning Authority must be informed immediately in writing. An additional investigation and risk assessment should be undertaken and where necessary an additional remediation scheme prepared. The findings and report should be submitted to and agreed in writing to the Local Planning Authority prior to works recommencing. Thereafter the works shall be implemented in accordance with any further mitigation measures so agreed.

##### Noise

Environmental Protection has considered the Environmental Statement – Chapter 12 Noise and Vibration dated October 2014 and is satisfied that noise issues have been appropriately considered and assessed. The effects on the existing and future noise climate to and from the site has been considered and assessed with reference to appropriate mitigation measures. The Chapter makes reference to baseline survey work and noise modelling. External noise levels meet BS8233 (55 dBA) except near internal roads and the railway line. Reference is made to the temporary relocation of helicopter air ops which is being explored separately.

The Environmental Statement (Noise and Vibration) includes a mitigation section. The mitigation for construction noise should be considered via a Construction Environmental Management Plan and a recommendation has been made for a condition covering this. The other measures would not provide grounds for refusal if not met. The master plan includes a noise bund adjacent to the railway to protect garden areas. The Chapter suggest this would be subject to detailed design depending on distance of garden to railway and final topography of this site.

Due to the length of the construction programme temporary noise effects may occur during the construction phase and should therefore be undertaken in accordance with BS5228: 2009.

Overall the scheme as proposed does not represent a significant adverse impact in terms of noise.

#### Construction Sites

In accordance with the Framework Construction Environmental Management Plan a condition is recommended requiring more detailed construction plans for each phase of the development to minimise issues with air quality, dust, noise and vibration.

In order to protect the amenity of the area during construction works, it is recommended that a condition is applied for the period of construction.

#### Air quality

No objection- detailed comments in Analysis section.

#### 4.35 SGC Public Rights of Way

It would be preferable for the public right of way going west from the southern end of Catbrain Lane to remain in its present position adjacent to the stream, because it is very well used and links with the footbridge. Diverting this section may receive objections. The remaining diversions within the red line area are reasonable and appear to be running through green areas, which would fit with the guidance in Defra Circular 1/09, Local Plan policies and the SGC diversion policy.

#### 4.36 SGC Archaeologist

The Council's Archaeologist has confirmed that the ES addendum now satisfactorily deals with the original concerns regarding mitigation, and an acceptable Written Scheme of Investigation has now been submitted. There will need to be a programme of archaeological excavation works on site prior to any ground disturbance whatsoever, and a phased programme of mitigation is recommended. The work would involve trial trenching leading to the agreement of a detailed mitigation strategy to the

applied to the outline application and all subsequent reserved matters applications. (This is set out in more detail under the 'Analysis' section of this report).

#### 4.37 SGC Extra Care Officer

The provision of Extra Care should meet Policy CS20 for the market led provision of Extra Care housing to meet the needs of older people and provide mixed and balanced communities. An appropriate site should be developed within the same timescales as the provision of local facilities near to which the Extra Care development is located and developed in accordance with requirements outlined in the Affordable Housing and Extra Care Housing Supplementary Planning Document.

## 4. ANALYSIS

### Principle of Development

- 4.1 The adopted development plan comprises both the South Gloucestershire Local Plan (adopted 2006) and the Core Strategy (adopted 2013). However, of these the Core Strategy has policies that are recent, directly relevant to the site and have been found compliant with the NPPF advice. The NPPF states that applications must be determined in accordance with the development plan unless material considerations indicate otherwise. It also states that the NPPF is a material consideration in planning decisions and that in determining development proposals, local planning authorities should apply the presumption in favour of sustainable development. Whilst the proposals should therefore be considered against the adopted policies of the Core Strategy as a whole, the following are considered to have particular bearing on the determination.

Policy CS5 of the adopted Core Strategy sets out the general strategy for development and indicates that most new development will take place within the communities of the North and East Fringes of Bristol urban area, of which Cribbs/Patchway will form a new neighbourhood area.

Policy CS15 indicates that in terms of the distribution of housing Cribbs/Patchway New neighbourhood will provide for 5700 new dwellings, with 1, 265 of those envisaged as being delivered within the first 5 years of the plan.

- 4.2 Policy CS26 allocates land for a major mixed use development on 480 hectares of land at Cribbs Causeway, Patchway and Filton, with provision being made for some 5,700 dwellings, 50ha of employment land, and greater diversity of commercial uses including additional retails, together with supporting infrastructure and facilities. A total of up to 2,000 dwellings within the CPNN have already received a resolution to grant planning permission – see planning history section above- at sites at Haw Wood and Fishpool Hill/Wyck Beck Rd.

This application site is included in that strategic allocation, which advocates a comprehensive and co-ordinated approach to achieve the delivery of a sustainable new community over the Plan period. The Cribbs/ Patchway Development Framework SPD was adopted in May 2014. It sets out the overall infrastructure requirements of the Cribbs/Patchway New Neighbourhood, and sets high level

design principles that planning applications should adhere to. Policy CS26 further states that the redevelopment will deliver:

1. Substantial improvement of community infrastructure, public open space, access and movement;
2. Continued investment in the aerospace sector;
3. Integrated access and transport with improvements to pedestrian, cycle and public transport;
4. Co-ordinated approach to carbon reduction
5. Continued operation of Great Western Air Ambulance Charity and Police Air Operations;
6. Protection and enhancement of cultural and heritage facilities
7. Sporting and commercial facilities
8. Proportionate provision of/contribution to supporting infrastructure and facilities.
9. The comprehensive planning and phasing of the above to ensure integration between different uses and provision of ancillary facilities and supporting infrastructure at the right time

- 4.3 The amount of development proposed at this location – 2,675 dwellings- broadly accords with that envisaged in policies CS5 and CS15. Consequently, significant weight should be given in principle to the likely benefits of the delivery of this amount of residential development and the important part it is likely to play in delivering growth and contributing overall to the new neighbourhood as supported in policy CS26.

It is acknowledged that a significant proportion of the letters of objection to the current application object to the principle of development on the airfield per se. As a site allocated in the Core Strategy for a major mixed use development however, this principle has already been established through the ratification of the Core Strategy by an independent Government Inspector, leading to its adoption in December 2013. The proposal is therefore acceptable in principle, subject to meeting the required main parameters Policy CS26 -1-8 as set out above. Items 2,3 and 9 are dealt with below, with the remainder being assessed throughout the report.

#### Comprehensive development and the Framework Agreement

- 4.4 Policy CS26 states that *“It is essential that an area-wide adopted SPD is the policy delivery mechanism to ensure development is comprehensively planned and delivered in accordance with... high quality urban design principles as set out in Policy CS1.”*

It goes on to state that *“Development proposals ... should positively facilitate and not prejudice the development of surrounding areas of the New Neighbourhood, and meet the overall vision for the transformation of the area.”*

The SPD states that *“Where delivery of infrastructure set out within the SPD is dependent on collaboration from other individuals or organisations applicants will be required to provide formal evidence that this can and will be achieved. To this end, South Gloucestershire Council are facilitating a collaboration agreement (or equivalent) as the most effective mechanism for securing coordinated delivery of sustainable development and infrastructure across the area.”*

- 4.5 In November 2014 the Council's Planning, Transportation and Strategic Environment Committee endorsed a 'Framework Plan' submitted jointly by developers of the wider Cribbs/ Patchway New Neighbourhood (the 'CPNN Partners'), which includes BAE Systems, the applicants for the current application . The intention of this document is to add detail to the contents of the adopted SPD for the New Neighbourhood, and show how the infrastructure required by the SPD could be provided within the allocation. In addition an overarching S106 Agreement – the Framework Agreement- has been drafted that would establish between the CPNN Partners and the Council what infrastructure would be provided where, and by whom. The Framework Agreement (FA) was approved by Development Control Committee in February 2015.
- 4.6 In requiring development to be comprehensively planned and delivered at Cribbs Patchway the Council is seeking to ensure the required infrastructure for the whole site, is delivered at the appropriate time, in the appropriate location, rather than on a piecemeal basis on individual disparate sites. Hence the FA seeks to ensure access is gained between individual development sites within the New Neighbourhood, and ensure triggers for the timing and delivery of infrastructure, services and facilities. The endorsed Framework Plan demonstrates how access across the wider New Neighbourhood can be achieved, and the proposed Framework Agreement is intended to ensure such access is achieved and that the timing and delivery of infrastructure is carried out in accordance with the adopted SPD.

The way the Framework Agreement works is to manage the payment of S106 contributions towards, and/or delivery of, infrastructure through works in kind, and secure the delivery of infrastructure requirements generated by development in a comprehensive and coordinated way.

The Framework Agreement pertains to the Airfield site, Haw Wood and Fishpool Hill sites, the latter two having already received committee resolutions to grant outline planning permission. The FA does not, in itself, require payment of contributions or delivery of infrastructure. Instead it places an obligation on the signatories to enter further 'site-specific agreements' if the Council resolves to grant planning permission for their schemes. Such site specific agreements would automatically include all the S 106 provisions as set out in the Framework Agreement, together with Section 106 obligations matters relating to the site in question.

- 4.7 The Framework Agreement covers proportionate contributions towards infrastructure requirements across the wider neighbourhood comprising;
- 3 x Community Centres incorporating health, library, youth services, childrens services and indoor sports facilities
  - 5 x primary schools
  - 4 x 72 place nurseries
  - A secondary school
  - Provision and management of public open space
  - Contributions towards a waste transfer/ recycling centre
  - Transport works including off-site highways measures, provision/ enhancement of public transport, off-site walking and cycling measures, and traffic management schemes
- 4.8 On the current application site, the Framework Plan and Agreement anticipates the provision of a community centre, two primary schools and two nurseries and a secondary school within this site, as well as provision of public open space and

pedestrian and cycle links to the adjacent development site and wider linkages beyond. The DAS and accompanying parameter plans and illustrative masterplan show proposals that are in accordance with the Framework Plan, in terms of location of access routes (vehicular, pedestrian and cycle routes), public open space, and community facilities. The proposals incorporate areas of public open space and community services and facilities in line with the locations shown on the Framework Plan. It is therefore considered that the proposal accords with the broad principles endorsed in the Framework Plan, and sets out further detail on how they can be delivered.

The application submission therefore accords with that set out in the Framework Agreement, which (together with other sites) will result in a balanced provision of infrastructure to meet the needs of the wider community.

As the applicant is one of the CPNN Partners proposing the above, and has confirmed their commitment to signing the Framework Agreement it is considered that the principles of this application accords with the requirement for comprehensive development in Policy CS26.

### Employment Land

#### 4.9 CS26 states as follows:

*Within the new neighbourhood through the preparation and adoption of a Supplementary Planning Document, provision will be made for approximately 5,700 dwellings in new mixed use communities, around 50 ha of employment land, ... This area will be a major focus for redevelopment and regeneration, and will deliver...the continued investment and focus of the area as a centre of excellence for the aerospace sector.*

The SPD provides more detailed explanation of how the employment land should be developed and states,

*It is further expected that around 30ha will be directly useable for employment purposes to support the principles of Filton Enterprise Area, with the remainder taking account of the need for the Great Western Air Ambulance and National Police Air Services, Heritage Museum, local centre, access roads, drainage and landscaping. In principle this 30ha should be planned on the basis of an equal provision of office and light industrial and general industry.*

- 4.10 From this it is clear that the Core Strategy and SPD expect provision of a significant employment area at the eastern of the former airfield that can be developed flexibly to meet the needs of, and help to grow, the aerospace and advanced engineering sectors. This approach dovetails with the emerging proposals for the wider Filton Enterprise Area promoted by the Council and the West of England Local Enterprise Partnership (LEP). The Enterprise Area is expected to be the focus for economic growth in the coming years with a focus on aerospace design, research and manufacturing; defence, advanced manufacturing; emerging material technologies; IT; micro- economies research and design.
- 4.11 The planning application includes an employment area at the eastern part of the airfield site which is situated within Enterprise Area and has the potential to be at its heart. As originally submitted, the proposal was for up to 24ha of B class uses, comprising up to 17ha of Class B1a (offices) and up to 7ha of Use Classes B1c, B2

and B8. Provision is also made for a hotel, live work units, the museum and helicopter services (off site).

In order to assist the consideration of the proposed employment provision within the current application, the Council commissioned external consultants to provide an independent review to consider whether the ambition and policy proposals for aerospace related employment uses at Filton remain realistic and deliverable, and whether the current application proposals support the Council's aims. In doing so, the aim was to assess whether the proposed quantum and mix of employment land proposed is appropriate.

- 4.12 The Council's consultants carried out consultations with key stakeholders in order to understand national and regional trends in aerospace and advance engineering sectors; future growth prospects for the sectors in the West of England and particularly in Filton; the potential scope and nature of future sites and premises and requirements associated with such growth. The research undertaken found that the views expressed previously by the sector in shaping the CPNN SPD remain valid. Consultees indicated that future growth at Filton will primarily be based around existing strengths. Filton will be a key location given its existing skills base and presence of large Aerospace companies. This cluster is already present and with growth potential. However it is likely to be long term. Whilst consultees made reference to live enquiries, the airfield site is seen as a long term strategic growth opportunity. The consultants conclude in this respect that there will be a strong demand for land in the Filton area from industrial occupiers- this is a potential risk to future growth in the aerospace sector and there is a need to consider ways that the site can be protected for the sector to achieve policy ambitions.

#### Quantum

- 4.13 The Core Strategy envisages a 50 ha employment area. The SPD clarifies that there should be in the order of 30ha of B class uses. The application provides for 24ha. It is noted however that the land to accommodate Air Ambulance and Police Air Services (5-7ha), as well as land to accommodate the Concorde Museum (3.8ha) is outside the red line of the application site and there is on site provision for the hotel, local centre and live work units which will also provide jobs and services supporting the employment cluster. As a result, the total quantum of employment generating uses to be provided by the development is slightly in excess of the 50ha required by the core strategy and broadly consistent with the SPD.

#### Mix

- 4.14 The originally submitted application related to the proposed mix of B Class uses within the employment area. Compared to the SPD, the application proposed a greater quantum of B1a office development and a substantially lesser quantum of industrial space. It also included the flexibility to include B8 – storage and distribution - uses, which were *not* anticipated in the SPD. The consultant's market review demonstrated estimated future demand for industrial land in the North Bristol area to be greater than supply over the remaining Core Strategy period. Further, that there is currently substantial office availability in the north fringe. It was concluded on market evidence, that the proportion of industrial land on the application site should be greater than the maximum of 7ha originally proposed.

#### *Amended proposal*



4.15 On the basis of the above conclusions, and taking into account the SPD, officers have secured the amendment of the application to increase the amount of light industry and general industry to 12ha (from up to 7ha), reduce the amount of office space to 12ha ( from 17ha) and delete storage and distribution uses from the scheme. Furthermore, that a condition is imposed to secure the following restriction on the types of uses:

- Whole of the 24ha to be safeguarded for 10 years from commencement for the following activities:

- Aerospace design, research and manufacture

- Defence

- Advanced manufacturing

- Emerging materials technologies

- Information technology, maximising the potential of superfast broadband

- Micro- electronics research and design

- Innovation hub allied to aerospace

In addition to the core business activities detailed above the safeguarded area could also support:

- Supply chain businesses supporting the core business activities

- Financial and business services sector

- Data services

- Sustainable and Low Carbon energy research, development and manufacturing

- Environmental Technology

- Other specific proposals outside these use classes that would support the above restricted uses and existing aerospace cluster would be considered on their merits.

- Review mechanism to be possible after 5 years from commencement if no R/Ms granted for employment within the above parameters.

#### *Helicopters*

4.16 Policy CS26 requires the continued operation of the Great Western Air Ambulance Charity (GWAAC) and National Police Air Service (NPAS); furthermore the adopted SPD states that proposals must *ensure the retention or relocation within the Cribbs Patchway New Neighbourhood, of the GWAAC and NPAS: Proposals must set out clearly how these services are to be provided for in the long term, including information on delivery and long term management of any new facilities required. Land should be safeguarded or secured for this purpose.*

These emergency services currently occupy listed hangar (16M) on adjacent land also owned by the landowner of the current application, but outside the red line of the current site. This land was recently the subject of a resolution to grant planning permission for the refurbishment and change of use of 3 aircraft hangars for use by Bristol Aero Collection and construction of a new aircraft hangar for the display of Concorde (PT14/3138/F).This planning permission will be subject to a unilateral

undertaking that states that the consent shall not be implemented until either a temporary or permanent planning permission has been obtained for an alternative site for GWAAC and NPAS.

As Members may be aware, there is currently an application (PT15/1438/F) for the relocation of the helicopter services onto a site adjacent to the M4/M5 Interchange at Almondsbury. This is the applicant's preferred solution to meet the policy requirement of ensuring the continued operation of the emergency services. It is acknowledged however by the applicant that the success of this proposed relocation site is not yet known as the application is currently going through the planning process. In the event that planning permission is not granted for this alternative site, the applicant proposes to either retain the helicopter services at the existing site for a limited period of time while a further site search is carried out, alternatively there would be a temporary or permanent relocation (subject to planning permission) within the airfield to secure the continued operation for the future.

It is considered therefore that the policy requirement will be met provided the applicant enters into a Section 106 obligation that BAE shall provide and make available to GWAA and NPAS the existing facility or such other site within the current application site until such time as an alternative site is delivered.

#### *Principle of Development Conclusion*

- 4.17 It is considered therefore, that subject to the condition requiring the safeguarding of the employment land for aerospace and advanced engineering uses, as described above, and the obligation to ensure continued operation of the emergency helicopter services, and the signing of the Framework Agreement and associated Site Specific Agreement, that the proposal for 2,675 dwellings and associated infrastructure, is acceptable in principle subject to the detailed consideration of the matters discussed below.

#### Environmental Impact Assessment

- 4.18 The application includes an Environmental Statement (ES) and Officers have taken the ES into account in negotiations concerning the application. In April 2015 the applicant submitted Addendums to the ES to take account of additional information that the Council had requested in terms of ecology, archaeology, heritage and air quality. In addition, to take account of the revisions to the scheme as described above. The ES addendum therefore comprises additional environmental information and some revisions to the original information submitted. The ES addendum concludes that there are no additional environmental constraints which would preclude the proposed development. The environmental information has been considered by officers and has been found sound for the purposes of considering this application.

#### Transportation

##### 4.19 *Access Strategy*

Means of access is a detailed matter to be determined at this stage. In accordance with the CPNN SPD, the proposed transport network includes a variety of access points serving all modes of travel. These include general vehicular access to the site by a new signal controlled junction on the A38, additional arms on the Blenheim and

Brabazon Roundabouts and a new junction on Merlin Road. Provision will also be made for future general traffic connections to the approved Fishpool Hill development.

Dedicated public transport, cycling and walking facilities will be provided throughout the site. They will include a number of routes from which general traffic is banned such as the Combination Junction underpass, Charlton Common and Fishpool Hill itself.

It is necessary therefore to consider at this outline stage the off-site measures, the main site accesses and the strategic routes on-site. Although the broad principles have been agreed, details of the transport infrastructure associated with individual development parcels, has not been defined at this stage. They will be determined when the reserved matter applications for individual sites are received.

#### *4.20 The transport package*

Behind the Framework Agreement (overarching S 106 for CPNN) lies the Transport Package which contains measures set out in the CPNN Infrastructure Delivery Plan (IDP) and Chapter 5 of the CPNN SPD. These include measures to enhance the capacity of nearby motorway junctions which will be completed shortly (summer 2015). They also include corridor studies and associated measures along the A38 and A4018, as well as Public Transport priority and improved pedestrian and cycle links, enhanced bus service provision, the MetroBus extension and new rail stations on the Henbury Line.

The Transport Package delivers 'hard' (physical) measures and is being promoted alongside a Travel Plan which provides 'soft' (marketing/motivational) measures to emphasize Smarter Travel Choices. Taken together, these measures are designed to mitigate the development's impact so that it can be accommodated within the transport network. They will also accommodate the travel demand associated with other parts of the CPNN such as Haw Wood and Fishpool Hill.

The Transport Package is funded by a tariff (£5,700 per dwelling) which is the subject of the Framework Agreement. This will ensure that up to 54% of the total transport costs are borne by the residential developments, with the remainder being secured by the Authority from grant funding etc. This reflects the trip making associated with new employment and general background growth.

#### *4.21 On and off-site connectivity*

During the derivation and assessment of these proposals significant attention has been paid to addressing the cumulative impact of the travel demand associated with the Airfield development and other adjoining sites such as Haw Wood and Fishpool Hill. Hence, the transport Package is designed to address the issues raised by all these developments. This process also presented a significant opportunity to promote the integration and interconnection of the Airfield with adjoining land-uses, both existing and authorised. During this procedure, particular emphasis has been placed on sustainable connections to key on and off-site destinations such as the Employment area and The Mall as required by the CPNN SPD.

The Design and Access Statement (DAS) which accompanies this application promotes an on-site hierarchy of street which is based upon a framework of different standards of route provision as set out in a series of cross-sections. At each level in the hierarchy provision is made for travellers using a variety of modes. The following text considers each transport mode.

#### 4.22 *Pedestrian network*

At this stage only this major elements of the network have been defined and a more detailed examination of the residential areas will take place when reserved matters applications for these areas are received. These will include on-site links to the residential and employment areas, the schools, the Concorde Museum and other key destinations as required by the CPNN SPD.

On *primary routes* a shared cycle and footway or footway of 3m wide or more is provided. Most other significant routes are provided with a 3m shared cycle and footway on one side and a 2m Footway on the other. On *secondary routes* and other formal access routes where there is no dedicated cycle provision, 2m footways will be provided on either side of the road. Elsewhere, pedestrians will be accommodated on 2m footways adjacent to residential frontages or shared surfaces for all users on low speed, lightly trafficked routes. Further shared pedestrian and cycle routes will be provided through public open space areas and as segregated routes where appropriate. Each of the street forms where pedestrians are accommodated in the carriageway will be subject to significant landscaping and appropriate design measures to reduce speeds and minimise vehicle conflicts. Likewise, all routes will be lit for security reasons unless considered inappropriate.

It is essential to ensure that pedestrian and cycle connections to all schools and community facilities as soon as they are opened. It is particularly important to ensure that access to the proposed secondary school and the rest of the site is provided before it opens. To this end, a Section 106 obligation will ensure that the 'east-west link' (or an interim equivalent) will be provided before the school opens. Not only will this allow access to the Airfield's residential areas, but it will connect it to Fishpool Hill where the route will join that terminating at the latter's northern boundary (PT12/1930/O). This will permit pedestrian and cycle access to the Fishpool Hill and Haw Wood elements for the CPNN, as well as adjoin residential areas. This link will be constructed to a sufficient standard to accommodate public transport services as well as pedestrians and cyclists.

Beyond the site boundary, each new access junction will be designed to accommodate pedestrian crossing facilities as required by the CPNN SPD. These will take the form of crossing facilities at the new signal junctions on the A38 and Merlin Way. In addition as part of the Filton North Field development signal controlled crossings will be provided cross Hayes Way to improve pedestrian safety in this area and promote the integration of these two development areas. To match these crossings the Airfield's developers will also be contributing towards upgrading the footways on the A38 Gloucester Road and Hayes Way close to these junctions.

Linkages will also be provided into the Fishpool Hill development through footways alongside their access road and other roadside facilities. These facilities, together

with access to the Public Rights of Way network, will ensure ready access to The Mall and other key destinations across the wider North Fringe. They will also overcome the pedestrian and cycle movement barrier presently created by the airfield.

In addition to the roadside facilities, dedicated pedestrian and cycle routes will be provided along The Laurels and Fishpool Hill itself. Likewise, pedestrians can also use the bus link across Charlton Common. As a result, pedestrians will enjoy a greater range of access opportunities than motor vehicles as they will not be discouraged from making through movements across the site.

Further roadside improvements to off-site pedestrian infrastructure will also be considered along more distant parts of the A38, the A4018 and their associated routes. They will be delivered as part of the Corridor Studies once they have been completed.

During the later reserved matters applications the Council will have the opportunity to identify and secure crossing points and their appropriate control on all classes of route. To this end, a condition will be placed on this application to ensure appropriate pedestrian and cycle facilities are provided on all roads.

#### *4.23 Way Finding Strategy*

A comprehensive way-finding strategy covering the whole site will be developed for all modes of transport including pedestrians and cyclists and is the subject of a condition. This strategy will be designed to maximise the use of appropriate routes and sustainable transport modes in compliance with Core Strategy Policy CS8 and in the interests of highway safety.

#### *4.24 Safer routes to school*

Provision of two Primary Schools and one Secondary School within the site means that pedestrian and cycle access to these facilities will be an intrinsic part of the local network. To this end Safer Routes to School will be available along all Primary and Secondary Route networks within the Airfield as required by the CPNN SPD. They will be matched to appropriate highway crossing provision and connect to off-site links wherever possible. They will also connect to the wider network of lower classification routes to enable users to filter down through the tertiary street hierarchy. To ensure delivery of all of these routes and place specific emphasis on phasing of route provision to link new dwellings with all the new schools, a condition has been agreed with the applicant that can be enforced by SGC against the non-delivery of appropriate infrastructure. This will also require Safer Routes to School to be shown on all detailed masterplans for the site.

#### *4.25 The cycle network*

A comprehensive cycle network will be accommodated within the site. This will form an essential part of the street hierarchy in accordance with the guidelines provided by the CPNN SPD. It will include part of the Cycle Trunk Route linking the CPNN with Emersons Green, so providing a high-grade, clearly delineated route from the A38 via the Airfield to the authorised route through the Fishpool Hill development, en-route it will connect to facilities such as the Secondary School and the Community Centre.

Cycle facilities will also be provided on all other parts of the Primary and Secondary Route networks within the Airfield. These will be dedicated routes or shared with pedestrians as appropriate to the route hierarchy. All new signalised pedestrian crossing facilities will be designed for dual use so that it can accommodate cycles.

A condition is recommended to ensure that the Cycle Trunk route is constructed throughout the development and completed at the appropriate time.

In addition to ensuring that the Cycle Trunk Route is available, cyclists will also be able to use the dedicated pedestrian and cycle routes provided along The Laurels and Fishpool Hill itself. They can also use the bus link across Charlton Common and share the existing Combination Junction underpass with the MetroBus. Thus cyclists will also enjoy a greater range of access opportunities than motor vehicles and, unlike cars, they will not be discouraged from making through movements cross the site. Cycle facilities will be matched with appropriate highway crossing provision and connections to off-site links. They will be able to connect to the wider network of lower classification routes to filter down through the tertiary street hierarchy. As noted, the comprehensive way-finding strategy covering the whole site will include provision of signage for pedestrians and cyclists.

#### *4.26 The MetroBus extension*

The site will include provision for the MetroBus Extension to enter at the eastern end travel through the employment area and other eastern sections of the site and leave in the north to gain access to The Mall. Following extensive negotiations with the developers, a dedicated route for the MetroBus extension running from the A38 underpass adjacent to the Combination Junction through the centre of the site to San Andreas Roundabout has been agreed. This provides a 6.5m wide carriageway across the site solely for the use of public transport vehicles.

In order to ensure a through route for MetroBus services is available as early as possible without passing through significant unrenumerative areas where no development is taking place, it has been agreed that an interim route will be provided if required. This will connect the Combination Junction underpass with Hayes Way via the eastern part of the site and should it need to be provided, it will overcome any uncertainty regarding the delivery of the employment land etc. To this end S.106 obligation will be required to ensure the provision of a Metrobus link at the appropriate time.

To facilitate direct interchange between the MetroBus and other local services, sections of this route will be used by both types of vehicle. This will include the proposed on-site interchange close to San Andreas Roundabout.

#### *4.27 Public transport provision*

As promoted by the CPNN SPD, Public Transport access to the site is catered for by a number of bus friendly routes. One of the most important of these facilities is a new north-south link across the former runway between Merlin Way and Charlton Common. This will be delivered early in the development process to ensure maximum benefits to residents of both the Airfield and the surrounding areas. The Council has also ensured that interim solutions are available should the off-site sections of this

route be delayed. This link will be secured prior to construction of the Community Centre and will be of sufficient standard to accommodate public transport services. It will be closed to general traffic at the Charlton Road end by means to be agreed and will be re-routed upon completion of the connection to San Andreas Roundabout.

As with other travel modes, it is essential to provide public transport connections to the whole of the CPNN before the proposed Secondary School is opened. To this end, a significant part of the 'east-west link' will need to be provided before that date. This link will be of a sufficient standard to accommodate public transport services as well as pedestrians, cyclists and general traffic.

Bus Stop provision within the site has been formulated to facilitate interconnection between the north-south and east-west services. Hence, an interchange is planned to the south of San Andreas Roundabout adjacent to the on-site secondary school.

Elsewhere stops will be provided at approximately six separate locations. These have been specifically designated to provide a maximum walk distance from any dwelling to a bus stop of 400m as required by the CPNN SPD. To support this dwelling occupancy will be restricted by condition that any occupied a dwelling must be situated within 400m of an operational and served stop. (A small exception to this requirement is dwellings within 600m of The Mall bus station).

£4.8m is allocated within the Transport Package to enhance existing bus services and make provision for new services. This process is being coordinated by the CPNN Public Transport Working Group consisting of SGC and Bristol City Council Officers, who will cooperate with service providers to ensure the delivery of services against available and programmed finances.

In addition to the MetroBus route, bus priority measures are incorporated into the A38 junction and San Andreas Roundabout. Likewise, at the detailed planning stage suitable priority measures together with unimpeded 6.5m carriageways (i.e. free from obstruction including parked cars) will be incorporated into the design of routes elsewhere on the site at the detailed planning stage.

#### *4.28 Smarter travel choice measures*

Smarter Travel Choice measures are fundamental to the successful delivery of the CPNN development including the Airfield. To this end the developers have produced a Framework Travel Plan setting out their aims and objectives, goals and targets for encouraging and sustaining non-car travel. These measures will be funded separately as they represent an 'on-site' measure and funding will be secured via site specific Section 106 agreements which will also consider the delivery of highway access infrastructure etc. The Smarter Choices contribution amounts to £265 per dwelling.

#### *4.29 Rail site*

The application includes the safeguarding, through a section 106 obligation, of 0.45ha of land in the south eastern corner of the site to be transferred to the Council to enable the future delivery of MetroWest Phase 2 which includes the re-opening of the Henbury line to passenger traffic. Commencement of construction is anticipated to be in 2020 and completion by 2021. The station will be provided with the appropriate

facilities to be agreed with Network Rail. These are likely to include a bus stop, cycle stands, car parking spaces (including disabled spaces). To ensure access is provided to the station site for pedestrians, cyclists, buses and cars, appropriate access rights will be associated with the freehold transfer of land. As explained in the *Urban Design* section of this report, the visibility and legibility of the station site has been significantly improved in the revised scheme. The Access Parameter Plan indicates the Metrobus route passing the station, together with the Cycle Trunk Route and a key pedestrian route within the site. It is considered that this will enable the easy access of the rail site by all modes of travel.

Although the development will materially benefit from the delivery of this scheme it will not be required to deliver the whole of it. It will instead provide the land for the station, its access and their associated facilities, meet the cost of construction the access facilities as will make a contribution to the station's cost.

#### 4.30 *The general vehicle network*

Following the general principles laid out in the CPNN SPD, this network has been designed to provide comprehensive access to all parts of the development and at the same time minimise through traffic and rat-running movements within the Airfield. Hence, it is connected to the A38, Hayes Way, Merlin Road and the authorised Fishpool Hill development but general vehicle connections are not provided into the Southmead and Henbury area immediately south of the site.

To test the impact of traffic generated by the development, the whole CPNN allocation (including Fishpool Hill and Haw Wood) has been subjected to strategic area-wide modelling using a programme called Saturn. This programme forms one of the principal components the GBATS model of adopted by SGC and their Regional Partners for such purposes. This model was used to forecast the number of generated trips, their modal choice and their distribution. This data allowed much more detailed localised assessments to be carried out to determine the impact of generated traffic upon the operation of junctions and create suitable design solutions for any problems they highlight. The results of the local junction modelling have shown that both existing and new junctions can broadly operate within capacity for the foreseeable future and that any queueing that created by the development does not affect the operation of junctions up and down stream unacceptably i.e. queue back from one junction does not prevent traffic from being released from any up-stream junction. Furthermore, the latest signal operation software employed by SGC enables junctions to be linked and operate more efficiently than simulated modelling indicates. Consequently, the traffic impacts of the proposed access strategy are considered broadly acceptable by SGC.

- 4.31 With regard to the new signalised junction on the A38 Gloucester Road North. SGC have required that this junction be designed to accommodate suitable bus priority measures for services wishing to join the A38. It has also been designed to ensure that it dovetails safely with the A38 flyover and the authorised access arrangements associated with the former Rolls Royce East Works site on the opposite side of the road. The trigger for the delivery of this junction will need to be the subject of a S 106 obligation.



In addition, access is obtained from Hayes Way via Brabazon and Blenheim Roundabouts. This will be formed by adding an extra southern arm onto each of these junctions. This is not practical at San Andreas Roundabout, so a new junction will be formed on the adjacent section of Merlin Road. To ensure that these facilities are available in good time, the changes to Blenheim Roundabout will need to be the subject of a S 106 obligation.

Although this is an outline application, the access details are to be approved at this stage, therefore detailed drawings of all proposed changes to the highway, pedestrian and cycle networks have been carefully considered. Consequently, all new and changed junctions have been the subject of preliminary Road Safety Audits and will be subject to detailed design to consider operational efficiencies, safety and design improvements prior to implementation.

Further assessments will be carried out as part of the A38 and A4018 corridor studies to design of the measures to serve these routes, including Crow Lane Roundabout improvements. These are being progressed in conjunction with Bristol City Council to ensure seamless provision throughout these corridors.

#### *Service vehicle provision*

It is envisaged that service access to the employment areas and other on-site facilities by large vehicles will be from the Primary and Secondary Route networks. This means that apart from emergency, refuge or similar vehicles, they will not need to travel through residential areas. This approach will be supported by an appropriate signage strategy directing HGV's to the designated routes to and from the site which will included in the comprehensive way-finding strategy covering the whole site.

#### *4.32 Construction traffic management*

In order to allow the construction of the site to take place it is essential to allow large vehicles to reach parts of the Airfield. To minimise the dirt, noise and disruption caused by these activities, the developers will be required to produce an overall construction traffic management plan for the whole site. This will be secured by a planning condition.

#### *4.33 Framework travel plans*

As required by the CPNN SPD, the developers have produced a Framework Travel Plan (FTP) for their site. This sets out a series of aims and targets designed to achieve the sustainable travel objectives for the site. It also highlights a number of remedial measures to assist in addressing any shortfalls. These will be met from the Smarter Choices contributions. More detailed travel plans for individual sites will be needed to support their planning applications when they are submitted. The Framework Travel Plan will provide an overarching basis for these plans by setting out the sustainable travel strategy for the whole site.

#### *Response to consultation comments*

##### *Bristol Cycling Campaign*

The Council's highway officers are broadly in agreement with the points raised by the Bristol Cycling Campaign and these are issues that will be dealt with at detailed

design stage. Moreover, we share their concern about the North-south link and to this end there is a Section 106 obligation to ensure its timely delivery. However the issue regarding directness of the route is dealt with under *Urban Design*.

#### *Royal Mail*

This objector raises two main comments, namely about the new A38 junction impact upon that route and about the Section 106 agreement.

In respect of the original Transport Assessment (TA), the Council also had concerns about the proposal shown in that document and so after extensive liaison with the Council, the applicant's consultants have modified it overcame these issues. This revised design is included in the May 2015 Addendum to the TA which does not appear to have been review by the Royal Mail, which is unfortunate as we consider likely that it will address the issues they have raised. It is acknowledged that this development is bound to have some impact upon the A38. However, it is considered that the agreed CPNN Transport Package reduces these effects to a minimum. Moreover, we note that the planning application for the Northfield development included a road from Hayes Way to the northern boundary of Royal Mail's site. Construction of this link would mean that Royal Mail could gain access to their site without using their existing arrangements. This would improve the safety and efficiency of both their access and the surrounding network. With regard to Royal Mail's comments about the Section 106, it is not considered appropriate for Royal Mail to be party to this agreement. Nevertheless, they will be consulted during the detailed design procedures for any work effecting the A38 close to their site.

#### 4.34 *Transport Conclusions*

Transport Development Control support the development of the airfield subject to the delivery of the Transport Package and its local access strategy and site specific conditions and obligations that are set out in the recommendations, the proposal is considered to be acceptable in transportation terms and to comply with the CPNN SPD.

#### Urban Design

##### *Design and Access Statement (DAS)*

- 4.35 The overarching design concept is based on making connections to key destinations. Within this concept is recognition of the need to characterise the new community, achieved by landscape connections, routes and buffers delineating distinct neighbourhood character areas that vary from 'garden neighbourhood' in the west to urban village in the east. The concept is in accordance with the principles established in the adopted SPD.

The development principles within the DAS are considered to be aligned with the aims and objectives of the SPD, in particular; the restoration of historic connections across the former airfield, place-making and creation of a healthy community. The Assessment section reinforces the strategic importance of links across the site, connecting areas of the north to the south as well as the desire for a strong east-west link. The design has however departed from the adopted SPD objectives in two key areas:

The green link between Fishpool Hill and Patchway has been deflected to the west to link with the earth sculpture to the rear of the Venue. The SPD objective of a green pedestrian/ cycle corridor linking the communities of Henbury and Brentry in the south to Cribbs Causeway has been altered. The commentary indicates that this deflection was intended to link a new landscape corridor to the existing landscape element (the earth sculpture), and follow the topography of the site as much as possible. This is considered an acceptable resolution of this element if adequate direct linkages are established elsewhere between existing communities south of the site to amenities to the north.

The second departure from the SPD objectives comprises the deviation of a direct link between Charlton Road and Highwood Road. This has come about due to the placement of the Secondary School at the centre of the site and therefore wider new neighbourhood. Consequently the proposals show two routes wrapping around the school site – a pedestrian/ cycle connection to the west, via the existing Charlton Common, and a public transport route to the east. This raises two questions: firstly is the placement of the secondary school site acceptable, and secondly, are the consequential impacts in terms of layout acceptable. These are addressed in the more detailed consideration of layout below.

#### Layout

- 4.36 The proposal intends to create three distinct neighbourhoods, related to the topography of the site, defined by landscape boundaries, linked by the movement and linear landscape proposals, and each with elements of public open space and/ or community facilities as their focus. The rationale is considered appropriate given the site context and design criteria established earlier in the document, and the strategic objectives for green and community infrastructure set out in the SPD.

#### *Central neighbourhood*

- 4.37 This neighbourhood is focused around the community facilities for the CPNN, the convergence of public transport routes, as well as being located on the site's highest ground. The design rationale behind these design decisions is considered sound, and in accordance with the SPD.

The location of the secondary school at the centre of the site is considered acceptable. Geographically its location here will ensure the widest possible catchment and ease of access by a range of modes of transport. Being on the highest part of site, and at the convergence of principle routes for public transport and strategic walking and cycling, makes it logical and appropriate to locate this facility (and supporting facilities) at heart of the new community.

As highlighted above this results in an alignment to the north-south connection (Charlton Road to Highwood Road) that differs from that identified in the SPD. The implications of this alignment are the loss of a direct route between Charlton and Highwood Roads. The proposed provision of a pedestrian and cycle route to the west, which makes a strong connection with existing green infrastructure (Charlton Common) to the surrounding area beyond, is considered acceptable and in principle will achieve the pedestrian and cycle connections between communities to the south of the site and Cribbs Causeway.

Public transport is routed to the east of the secondary school. Whilst this appears to result in a more convoluted public transport route to the west, the impact in terms of travel time is stated to be minimal (an additional 30 seconds). Overall it is considered that the use of the secondary school as a focal point for the core community facilities for this site and the wider new neighbourhood is, in urban design terms, considered appropriate and sufficient to justify departure from the literal interpretation of the SPD objectives.

The DAS contains illustrative visuals of key community facilities that suggest strong unity and coherence of design. Whilst this could achieve an important degree of legibility there will be a need to ensure sufficient diversity is allowed to achieve a rich mix of design that will add to the characterisation of this neighbourhood. This is an issue that can be raised during more detailed design stages.

#### *Eastern Neighbourhood*

- 4.38 This neighbourhood is focussed around 'East Park', an area of open space adjacent to a proposed primary school and nursery. The development structure for this area is increasingly urban – smaller scale blocks, more regularly arranged, and create continuity of built form fronting key spaces and routes. This will help increase permeability north-south, define the east-west corridor as a key route, and focus higher densities along this movement corridor to create a “discernible difference in building form and mass” (p. 56). All these principles are welcomed and in accordance with SPD principles.

#### *Western Neighbourhood*

- 4.39 By contrast the western neighbourhood, whilst also focussed around a key area of open space, has a much looser structure, lower density, blocks aligned with the topography of the site, longer and shallower to focus any north-south movement along key routes. Again these principles are in accordance with the SPD.

The creation of distinct neighbourhoods to add character is welcomed, and the further refinement to these principles through the identification of vistas, creation of nodal spaces and buildings of individuality will add further to the overall legibility of the proposals.

#### *Density/ Scale*

- 4.40 The stated objective within the DAS is that higher density is located at the eastern end of the site and along public transport corridors. Accordingly, higher densities are located around the employment area and mixed use areas, major public transport routes and areas of public open space. Areas of higher density complement and correspond to those areas of greater height. The DAS states that all buildings higher than 3 storeys will be assessed on design merit and their contribution to wider townscape objectives. This principle is acceptable but needs to be followed through and refined at more detailed design stages. The proposal comprises an average density of 46dph, varying between 25 dph at the western end to 75 dph clustered around mixed use areas, areas around the employment land, and key public transport routes. The density and overall approach to dispersal of higher (and lower) density areas across the site is considered acceptable.

### Revised Scheme

- 4.41 Officers have secured the following urban design related improvements to the scheme since it was originally submitted:

#### *Views towards to Concorde Museum area*

- 4.42 An enlarged hard landscaped area has been created to the south of the proposed Concorde Museum complex. The space allows for a northerly view from the primary road coming in from the A 38 that terminates on the proposed Concorde building. It incorporates an employment hub building with café/ retail facilities to help animate the space, and includes amended employment parcels to the south-east that allow improved access into the space and visibility of the museum complex.

#### *Legibility of rail station*

- 4.43 Through the re-alignment of southerly route from East-West road network to rail station site, the revised masterplan shows a direct route from the this primary road to the rail station site. This is a much-improved proposal and enhances the legibility and accessibility of this part of the site for pedestrians, cyclists and bus-users. A nodal space has been created immediately adjacent to the HQ plot incorporating a bus stop. The nodal space sits prominently within a viewing corridor from the A38, and will allow the opportunity to emphasise this plot within the wider employment area to the benefit of the wider townscape. It will serve as a focal point for movement, incorporating an element of the cycle trunk route, bus stop and commencement of the linear park proposals.

#### *Enclosure of 'urban' employment area*

- 4.44 The applicant has clarified that the building alignment shown is to maximise the potential to design energy efficient buildings in accordance with SPD 9.4 (demonstrating how buildings have been orientated to maximise passive solar gain and the potential to use solar technology). It is further recognised that, in accordance with best practice, enclosure of the public realm can be created through means other than built form, for example landscaping treatment. The detailed treatment of building layout, orientation and design can be dealt with through reserved matters applications, and accordingly this element is considered acceptable.

#### *Amendments to community centre proposals*

- 4.45 As originally proposed the masterplan indicated a number of buildings incorporating community facilities, contrary to the Council's aspirations to deliver a single community hub building incorporating a range of community services and facilities. The proposals have now been amended to allow such a building and further amendments to the surrounding area serve to reinforce this location as a key community destination. In particular;
- The relocated skate park immediately to the south,
  - The creation of a 'civic' space immediately to the north and adjacent to the central 'Charlton' Park,
  - Revised proposals for the uses within and treatment of Charlton Park, including relocation of play areas to within the park itself.
- All of these proposals are welcomed in urban design terms.

*Segregated bus-only route between Combination Ground junction and San Andreas roundabout*

- 4.46 At the request of the Council the applicants have amended their proposals to incorporate a bus-only route to allow maximum ease of movement for MetroBus and local service bus routes. The principle of this amendment is welcomed as it will demonstrably prioritise public transport movement making it quicker and more attractive for users, more conveniently serve the proposed Filton North rail station that also forms part of the application proposals, and allow beneficial amendments to be made to the proposed linear park and cycle trunk route proposals. The bus-only route is necessarily crossed by local vehicular traffic and pedestrian and cycle linkages at numerous points. It will be important through more detailed design stages to ensure sustainable modes of transport (walking, cycling, public transport) are prioritised at these junctions.

The success of a bus-only route will be dependent on the quality of the adjacent landscape proposals to effectively enclose and delineate it. In this regard, the DAS Addendum states that the route will be defined by a sequence of landscaped spaces that both define the route with planting and create a variety of surroundings to avoid it dominating the environment.

*Masterplanning process & promoting high quality design*

- 4.47 Policy CS1 of the Core Strategy seeks to secure high quality design in new development. The Outline submission contains an illustrative master plan, and a Design and Access Statement (DAS) containing design *parameters*, which fix key elements for future reserved matters applications, and design *principles*, which are not fixed but intended for guidance only. The purpose of the illustrative masterplan at Outline application stage is to show how the design parameters and principles contained in the DAS could be applied to achieve high quality design. Therefore whilst the design parameters are those elements of the scheme that will not change, the illustrative masterplan and design principles should not to be considered as final representations of what development will look like.

Further design information is required prior to submission of Reserved Matters to fully inform the detailed planning and delivery of the proposed scheme, and understand how design principles set out at Outline stage are being applied in more detail. A condition is recommended to require the submission of a detailed masterplan and design code to be submitted for each geographical phase before any reserved matters applications for that phase are submitted. All reserved matters applications for that phase will then need to be in accordance with the detailed masterplan, code, and DAS, which regulate all elements of detailed design. This process will allow further consideration of how design proposals relate to the principles and parameters being considered as part of this application

*Urban Design Conclusion*

- 4.48 The characterisation of different areas within the site created by landscape buffers is a welcomed element to break down the scale of the site, and create new north-south linkages that are key objectives of the Supplementary Planning Document. The proposals incorporate infrastructure requirements generated by the new neighbourhood as a whole (e.g. the secondary school), and those generated by the

site itself. It proposes a wider network of open space that makes connections to areas surrounding the site and can serve to strengthen sustainable travel in and around the wider area. Accordingly the proposals are considered to accord with adopted policy. A condition is recommended to require the submission of a detailed masterplan and design code to be submitted for each geographical phase before any reserved matters applications for that phase are submitted.

The proposed design objectives/ parameters set out in the Design and Access Statement and accompanying information are considered to create a framework within which high quality design in accordance with Policy CS26, the wider principles set out in the adopted Cribbs/ Patchway New Neighbourhood Supplementary Planning Document, and those shown in the endorsed Framework Plan, can be achieved.

### Landscape

- 4.49 The application includes a Landscape & Visual Impact Assessment, as part of the ES, which assesses the impact of the development on the existing landscape and contains a thorough description of the existing landscape characteristics. The application also includes design recommendations and mitigation, including an arboricultural survey of the existing vegetation on site. In accordance with the NPPF p.114, the CPNN SPD sets out a strategic approach to plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.

The SPD sets out the key principles required to achieve a sustainable development in compliance with the NPPF and our Core Strategy policies. The SPD key principles with regard to landscape are:-

- The requirement for Green and Blue Infrastructure throughout the site should be well designed and connected, creating a robust, multifunctional landscape in accordance with CS2 and the Forest of Avon objectives.
  - Well designed, integrated SUDs provision throughout the development.
  - Creation of woodland extension to Filton Wood SNCI buffer planting to the northern site boundary
  - High quality public and private landscape to provide an attractive and functional setting to development
  - Existing landscape features (such as trees, hedgerows, watercourses etc) retained and enhanced throughout the development to inform the layout and provide a basis for a strong landscape framework
  - Proposed combined footpath/cycle way, linking to wider PROW network
  - A hierarchy of formal playing fields and play areas will be provided throughout the area. Ensure the provision of useable, meaningful and maintainable open space as part of development from the outset
- 4.50 The site lies within the Patchway & Filton Landscape Character Area. There are no landscape designations on the site, and by its nature there is little vegetation actually within the site itself, with the vegetation limited to the boundaries. However the distinctive woodland of Filton Wood, is prominent on along the northern site boundary. A visual watershed created by slightly higher landform cuts across the centre of the airfield, north to south, blocking views between the east and the west of this open area.

With regard to the Forest of Avon SPD Adopted 2005: The site lies within the identified Forest of Avon area. The proposals are not envisaged to adversely affect the objectives of the Community Forest, however the proposals will be required to comply with the requirements of the plan, providing increased tree cover.

### *Landscape & Visual Impact Assessment*

- 4.51 The Landscape & Visual Impact Assessment forms part of the ES and has been carried out in accordance with the latest approved methodology GLVIA guidelines 3<sup>rd</sup> Edition (April 2013). The LVIA comprises an assessment of the sensitivity of landscape elements x the magnitude of change on those identified landscape elements, to provide a conclusion of the significance of effect. The Council's landscape Architect concurs with the assessment regarding the Zone of Visual Influence, in that it does not extend beyond the M5 motorway; main views extend to the Cribbs Causeway Mall and the Rolls Royce Eastworks site to the east of the airfield and into Bentry and Henbury to the south. The LVIA assesses key viewpoints and public viewpoints in the surrounding area and both winter and summer views have been assessed. It is considered that the landscape assessment set out has been undertaken in accordance with this methodology and is sound for the purpose of assessing the application. The representative viewpoints and visual assessments have demonstrated that although the site is visible from a localised area, the level of landscape mitigation proposed as part of the development of the site, reduces the development impact significantly.
- 4.52 There has been an iterative design development, with the objective to avoid or reduce potential adverse effects through mitigation. The LVIA provides design guidance as follows:-
1. Runway; respond and reinforce axis
  2. Western slopes; respond to steeper slopes
  3. Using rising land to create varied skyline features
  4. Use rising land to emphasise tree cover planting
  5. Integrate tree cover belts north/south to enhance the landscape character of the area – connect with Fishpool Hill and Charlton Common

These principles were then incorporated into the overall design development for the site.

The cumulative effects and impact has also been considered within the ES at Chapter 15, taking into consideration this development combined with the surrounding proposed development of the wider CPNN area, including Fishpool Hill, Cribbs Urban Village, the aviation museum and the current development of Charlton Hayes to the north of the site. The Council's landscape Architect concurs with the conclusions drawn within the ES.

### *Overall Layout*

- 4.53 Design development has been carried out in accordance with the findings of the LVIA and the baseline conditions. With regard to green and blue infrastructure; the development of a good public open space and the inclusion of SuDS principles, have



formed a key element of the site planning and design development. The DAS states that all dwellings are within less than 5mins walk of open green space and across the site, the landscape has been developed to be an integral part of the masterplan proposals. The landscaping is set out in a series of typologies, including informal POS, semi-natural open space, woodland planting, SuDs drainage features, allotments and public squares and green highways. The site is divided into different character areas which will have varying urban design solutions and corresponding different landscape characteristics. The significant landscape features/spaces are identified within the Design and Access Statement (DAS) as follows;

- Runway Linear Park
- Henbury Trym corridor
- West Park
- Western Gardens
- Fishpool Hill woodland belt
- Charlton Park
- Southern ecological corridor
- East Charlton woodland belt
- Northern ridgeline
- East Park
- Concorde Approach Linear Park

The airfield site is very exposed to the prevailing wind and as such it is imperative that this linear site is broken down by concentrated north-south bands of tree planting as identified in the SPD. Accordingly, the landscape masterplan establishes some strong landscape bands, north-south through the consistent with the key principles within the SPD.

#### *Existing Vegetation*

- 4.54 An Area TPO was applied to the site on 5 February 2014, to protect all the existing trees on site. It is intended that this Area Order will now be broken down to place individual TPO's on the qualifying trees and tree groups. The Council's Tree Officer has confirmed that there is no objection to the proposed tree removal which comprises the majority of trees, tree groups and hedgerows are category 'C'; there also 24 category 'B' trees, 8 category 'B' groups and 1 category 'B' woodland. As stated above, the majority of the existing vegetation is limited to the airfield boundaries and offsite, adjacent to the southern and western site boundary, associated with Cedar Lodge and existing hedgerows, which includes a grade 'A' Cedar of Lebanon, and 3 Oak trees. It is considered that a good level of tree planting is proposed, sufficient to mitigate for any loss of vegetation as a result of the development.

#### *Layout and Proposed Landscape*

- 4.55 An illustrative site wide tree planting strategy has been prepared in response to the LVIA and primary mitigation elements prescribed within the assessment. As stated within the DAS, '*A varied and structured planting palette will be utilised to strengthen the sense of place in each neighbourhood.*' The tree planting strategy ranges from the provision of formal tree planting to civic spaces and formal avenues along primary to ecologically rich native planting along stream corridor and within informal areas of POS. Woodland block planting is also proposed to provide a buffer to Filton Wood SNCI. A good range of tree species are proposed, including large, parkland tree

species where space allows; species such as Sweet Chestnut, Beech, Plane, Lime and Oak are included. There are also some unusual medium and small species chosen for secondary and tertiary roads and local parks which should provide a distinctive ornamental scheme. Elsewhere, away from the formal avenues and parks, the concentration is on using native tree and shrub species to create naturalistic planting to enhance the ecology of the site.

4.56 Additional and revised sections have been provided within the addendum, to illustrate how the linear park/and cycle route are incorporated into the street scene. The main site landscape areas and amendments secured are as follows:

- *Runway Linear Park;*  
This runs the entire length of the site east-west. The main bus route is now bus only from the rail halt to the San Andreas roundabout, with a segregated footpath/cycleway network, allowing a sequence of landscape spaces to be developed along the route. This has been a major change and has necessitated amendments to the SuDs layout generally along its length.
- *Henbury Trym Corridor;*  
Through negotiations the trim trail and the play area within the area have been relocated away from the river corridor and the footpath links have been revised and limited, to minimise impact on the ecological corridor and newt mitigation area. The main footpath link connects to the footbridge over the Trym and the cycleway/footpath to the north, links to Catbrain Hill.
- *West Park;*  
This area of informal POS has been amended to increase the woodland belt, to link to the existing hedgerow network.
- *Fishpool Park;*  
LEAP and youth facility; the woodland belt has been increased here, running north-south, which further reinforces the strong landscape structure, to divide the site by woodland ridges, originally identified as an overarching landscape principle.
- *Charlton park/Destination Park;*  
The central park area has been redesigned to incorporate the play area originally shown to the west of the central park area. Following ongoing discussions, the space has been realigned to tie into the public square along its northern boundary and links to the relocated skateboard park and main formal play pitches/MUGAs etc., to the east. The land to the south of the central park, leading to Charlton Common, which visually links to the park, is to be managed as semi-natural grassland, with wildflower meadows. This will provide a good transition between the rough grassland of the Common and the more manicured landscape of Charlton Park, which is welcomed.
- *Brabazon Park;*  
This areas has been amended to better accommodate the SuDs provision and cycletrack routes.
- *East Park;*

The design of this area has been amended to improve visibility to the listed hangar 16S and improve car access to the school, due to the creation of the bus only route. The bus stops have also been repositioned along the runway linear park route, for better integration with the layout.

- *Northern ridgeline and Filton Wood;*  
Considerable additional buffer planting has been incorporated to the area surrounding Filton Wood, which is welcomed and a wider woodland planting belt has also been secured along the northern site boundary to the east of the wood.
- *Concorde Linear Park;*  
A more generous public square has been achieved to the south of the Concorde museum, which should allow integration of two sites, both physically and visually and has the potential to become a key civic space within the new development. A vista has also been developed to the Concorde museum area from the main east west route, via the Concorde boulevard, culminating in the urban square. Therefore this area of the site is much improved.
- *Southern Ecological Corridor;*  
The design of this area has been amended to enlarge the allotment area and provide additional hedgerow planting along the southern boundary of the site, adjacent to the railway embankment. Where additional screening is required along this boundary, a screen bund with planting is proposed.

#### *Proposed SuDS Throughout the Layout*

- 4.57 The drainage strategy has been developed as a 'landscape led' SuDs scheme, to allow the drainage to sit alongside and blend into areas of POS. A schedule of POS/SuDs overlap is included in the DAS Addendum; 15% of the total SuDs has been dual counted towards the POS provision and all these areas are now clearly defined within the corresponding plans and lie beyond the 1:30 year flood event, within the attenuation basin. The addendum also sets parameters for the final design of the SuDs basins; i.e. slope gradient to be 1:5 or shallower and the overlap area to be adjacent to and accessible from, proposed POS.

The SuDs provision throughout the site generally have been amended due to the changes to bus only route and main A38 junction changes. The advanced works within the Henbury Trym corridor, to provide newt ponds as a translocation site, are subject to a separate application.

An Outline Structure for a Strategic Landscape & Ecology Management Plan has been submitted, as requested. This is useful as it defines the proposed management regimes for the different sections of the site, ahead of a detailed LEMP, which should be secured by a condition.

#### *Landscape Conclusion*

- 4.58 It is considered that the proposals, as amended, are in accordance with the requirements of the CPNN SPD and overarching Core Strategy policies, subject to the following to be submitted as part of the Reserved Matters application:-

- Detailed planting plans, detailing size, type and specification, mixes and quantities of all proposed planting. We will be looking for woodland block planting with larger specimens throughout, to provide instant impact/quick establishment, using native species where possible of local provenance.
- A landscape & ecological management plan, to include hedgerow tree management proposals, for all new and existing trees and hedgerows on the site
- Construction details of ground retention/acoustic bund along the railway boundary
- Boundary and surfacing treatments
- Construction details of all SUDS elements and maintenance proposals

### Public Open Space

4.58 Through the consideration process of the application, officers have secured the increase in public open space (POS) provision by 1ha in order to meet the SPD requirements. There is now a total provision of all categories of 29.8ha across the airfield site.

#### *Destination Park*

4.59 At the centre of the development would be the Destination Park – as required by the SPD, known as Charlton Park in the DAS. This would comprise the green heart for new and existing communities of the North Fringe of Bristol. It also delivers the ridgeline planting sought by the SPD. Neighbourhood equipped area of play, toddler play and youth activity areas are placed within the main part of the park, as well as band stand with amphitheatre seating, to enhance the destination of the main park area. Open space remains to the west of the main park area. A teen shelter within the skate park be provided. The southern part of the park would comprise a meadow area in order to enhance ecological value.

#### *Informal recreational open space*

4.60 Informal recreation is provided for throughout the site at all of the parks, with the largest area being at Charlton Park in the centre of the site. Concorde Boulevard also provides a significant amount in the eastern part of the site. Ten public squares are proposed as POS, accounting for 1.239ha of hard landscaping in addition to their 5.891ha of soft landscaping. The quantity to be provided is 0.3ha down on the Core Strategy requirements, however officers have taken account to the CPNN POS Strategy which is appended to the Framework Agreement. This strategy provides an overview of what POS is being provided overall on the three sites, (Haw Wood and Fishpool Hill as well as the Airfield) with the aim of pooling the provision. Hence the principle has been established of an under- supply on one site being accommodated by an oversupply on another site. In this case, officers are mindful of the overprovision by a total of 8 Ha of informal recreation space on the Fishpool Hill and Haw Wood sites, therefore this slight under- provision by 0.3ha on the Airfield site is more than compensated for.

#### *Natural and semi natural open space*

4.61 A total of almost 10 hectares of semi- natural POS would be provided on the site. This includes significant areas at Filton Wood, Western Gardens and the Henbury Trym area. It has been agreed that Sustainable Urban Drainage Systems (SUDs)/POS

overlap may comprise the upper parts of the attenuation basins (including free-board) above the 1:100 year water level and/or a part of the basin lying between the 1:30 and 1:100 year water level providing the slope gradient is 1:5 or shallower and the SUDs/POS overlap area lies adjacent to, and is accessible from adjacent POS. There is a shortfall of just 0.1 Ha of natural and semi natural open space and again, this is more than compensated for on the other two CPNN sites.

*Provision for children and young people (Play)*

- 4.62 Following officer requests, the revised plans provide for the full provision of play areas throughout the site, in accordance with the Council's standards. A wide range of facilities will be provided for all ages and abilities of children and young people including local and neighbourhood equipped areas of play, (NEAPs and LEAPs) as well as youth activity areas including a skate park and toddler play. The number and location throughout the development will ensure that all dwellings have play areas within walking distance. The phasing plan condition will require the phased construction of all POS including play areas to be provided at the same pace as the housing build out.

*Outdoor Sports Facilities*

- 4.63 There has been an increase on the revised plans of 2,680sq.m. in order to meet the minimum requirements, by the inclusion of petanque at the extra care site and two additional Multi- Usage Games Areas. Much of the outdoor sport lies within the boundary of the secondary school and is therefore a dual use provision. Within the secondary school, as well as grass pitches would be hockey astro turf, a cricket pitch, multi- usage games areas (MUGA), a 3G artificial pitch and tennis courts. It is noted that Sport England has objected to the fact that there is one cricket pitch only, however the provision accords with the SPD and the Council's standards. Furthermore, Sport England have objected to the dual use nature of these sporting facilities, and the practice of double counting artificial pitches. It is however Council policy to use land efficiently and hence it promotes dual use. Policy CS24 supporting text states: *The Council accepts that such synthetic surface facilities allow for a greater intensity of use and therefore a smaller quantum of space will be required.* There will be a Section 106 obligation that these sporting facilities are provided at the correct time in relation to housing delivery, and in advance of the school itself. Outside of the school boundary would be a skate park and other MUGAs.

*Allotments*

- 4.64 Allotment provision has been enlarged and the minimum policy requirement is now proposed. A large allotment area will be provided adjacent to the southern boundary of the site, and a further one in the south western corner of the site.

*POS and health*

- 4.65 The provision of all the required public open space on site, contributes to the development's inherent sustainability, and will be considered highly valued assets to the future community by contributing to a range of social, environmental and economic benefits. This provision, together with walking and cycling routes discussed under *Transport*, and high quality urban design and landscaping principles are considered to be tangible manifestation of the NPPF aim of promoting healthy communities.

Ecology

- 4.66 The site is not covered by any statutory or non-statutory nature conservation designations. Filton Wood is a Site of Nature Conservation Interest (SNCI) designated for its semi-natural ancient woodland which is located both sides of the northern site boundary. Additional information has been provided as part of the application which now includes an Environmental Statement (ES) Addendum dated April 2015; an Outline Structure for the Landscape and Ecological Management Plan dated February 2015; and a Design & Access (DAS) Addendum dated April 2015. The alterations to the Masterplan includes an increase in public open space provision of all types including semi-natural habitat (rough species-rich grassland at Charlton Park).

*ES Addendum*

- 4.67 The Addendum indicates that the buffer to Filton Wood Site of Nature Conservation Interest (SNCI) has been increased to c.30m to the west and approximately 28m to the south with the adjoining play area being fenced off to prevent activities encroaching into the woodland buffer zone. This is now considered an acceptable solution to protecting the woodland. Although unfettered access to the wood would be considered to be highly detrimental to the ancient woodland ground and shrub layers, as well as introducing human activity near to a main (breeding) badger sett, the ES Addendum qualifies this by indicating that its inclusion within the POS calculations was due to it being envisaged that there would be controlled access for educational purposes involving 'school or community groups' through the woodlands being 'managed by the Avon Wildlife Trust (AWT)'. Whilst this is acceptable in principle, provided the woodland block can be securely fenced off at other times, this responsibility can only be achieved through ownership of the (ancient semi-natural) woodland being transferred to the Trust through the Section 106 Agreement for the overall airfield site with an agreed 5 year management plan.

*Semi-natural Habitat*

Previous ecological comments requested that list of the species of flora recorded during the (extended Phase 1) survey of the sizable area of (rough) grassland surrounding the runway. This has been provided within the ES Addendum. The record indicated that the grassland was semi-improved and moderately species-rich and diverse, offering a variety of plant nectar and food sources for local birds and invertebrates. The grassland totalled some 69.9ha with approximately 56.2ha of this being lost to the development – which was considered likely to have an adverse effect on a range of wildlife associated with the site, including skylark. Section 4 of the ES Addendum states that a parcel of land on the southern boundary of the application site adjacent to Charlton Common will be used to retain or create an area of species-rich (semi-improved) grassland to partially off-set the 56.2ha lost. (See also the section on skylark below.)

Section 4 of the ES Addendum states:-

*'The distribution of land uses within the masterplan has needed to balance the objectives of the CPNN Core Strategy, the Cribbs Pathway New Neighbourhood SPD and standards for elements such as public open space'.*

Whilst this is noted, the application also needs to accord with the clear aims and policy imperatives within the South Gloucestershire Core Strategy and emerging Policy, Sites and Places Development Plan Document (PSP DPD) in relation to the natural

heritage as well as the instruction to deliver biodiversity gain within paragraph 118 of the National Planning Policy Framework (NPPF). The originally submitted ES was noted to lack an assessment of the hedges in fields in the northern part of the site, totalling some 350m - a 'Priority Habitat' under Section 41 of the Natural Environment & Rural Communities (NERC) Act 2006. This is now provided within the ES Addendum which indicates that the hedge would not qualify as 'important' under the Regulations nor as 'species-rich' under the UK or South Gloucestershire Biodiversity Action Plans.

The ES addendum furthermore gives the percentage of mixed native shrub species to be planted within the scheme as part of its landscaping. This and the future management of this new habitat will need to be incorporated within a detailed Landscape and Ecological Management Plan (LEMP, which will be based on the outline LEMP provided), the subject of a planning Condition.

### Fauna

#### *Great Crest Newts*

- 4.68 A small population of great crested newts (peak count of 1) was found to be associated with the lagoon on the eastern side of the A38 (although higher numbers have been recorded there historically). Great crested newts are protected under the Wildlife & Countryside Act 1981 (as amended), the CROW Act 2000 and the Habitats Regulations 2010, which implements European Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora ('The Habitats Directive 1992'). As a European Protected Species (EPS), a licence under Regulations 53/56 of the 2010 Habitat Regulations is required for development to be lawful. Judicial review in 2009 (*Woolley v East Cheshire BC*) directed that, to fully engage with the Habitat Regulations, local authorities should subject planning applications to the same 'tests' under Regulations 53/56 as EPS licences. In order to satisfy these 'tests', the application needed to supply the details of a mitigation strategy prior to determination.

The three 'tests' are:-

- *For the purposes of preserving public health or public safety or other imperative reasons of overriding public interest including those of social or economic nature and beneficial consequences of primary importance for the environment;*
- *There is no satisfactory alternative to the work specification;*
- *The action authorised will not be detrimental to the maintenance of the population of the species at a favourable status in their natural range.*

A subsequent judicial review in 2011 (*Morge v Hants County Council*) diluted this somewhat in that it directed that local authorities should only refuse planning permission in relation to EPS where the development would result in a criminal offence and where a derogation (licence) from Natural England was unlikely to be granted. This would seem to require that the general approach relating to mitigation measures should be included within the planning application but not at the same level of detail as within an EPS licence application.

The first 'test' relates to planning and the need for development.

With regard to the second '*no satisfactory alternative*' and third '*favourable conservation status*' test, the comments made in the ES Addendum are noted. Whilst Natural England has elsewhere informally indicated that translocations were regarded as a '*last resort*', there has been no definitive steer from them on the principle of translocation on this site due to resource issues – despite the applicants making several requests for pre-screening advice. In lieu of this, it falls to the Council to determine whether the proposed strategy is acceptable in principle and would subsequently be likely to pass the licensing 'tests'. The lagoon has historically received run-off from the airfield runway and consequently has been and is a toxic and distinctly sub-optimal habitat for the (small) population of great crested newt associated with it. The lagoon will be retained but the terrestrial habitat surrounding it will need to be removed to facilitate access to the development from the A38 and consequently, the strategy proposes to trap and take the small population of great crested newts from the lagoon and relocate them into a series of purpose-designed ponds and associated terrestrial habitat alongside the Henbury Trym within the public open space on the western edge of the application site. Given this – and in the absence of any definitive opinion from Natural England regarding the principle of translocation – it is considered that the strategy to relocate the newts from what is an isolated, polluted and harmful environment to an area of high quality, purpose-designed aquatic and terrestrial habitat will only benefit the colony in the long term and assure its future. Given this, considering other options, it is considered that the strategy meets the second and third 'tests' under Regulations 53/56 of the Habitat Regulations 2010 in that there is '*no satisfactory (better) alternative*' to the proposals; and it would not be '*detrimental to the maintenance of the species at a favourable status in their natural range*'.

The mitigation measures for great crested newts are therefore acceptable subject to an appropriately worded planning Condition.

#### *Bats*

- 4.69 Three common pipistrelle bats were recorded roosting under wooden cladding on the listed building on site to be retained and converted for a future use, The ES Addendum confirms that there are no changes to the building at outline stage and therefore no implications for the continued use of the building as a roost within the Outline application. The Addendum also confirmed that further surveys and ecological appraisal would be carried out as and when there were any proposals for re-use of the building in the future.

#### *Badgers*

- 4.70 The ES Addendum includes a summary of previous discussions regarding the issue and need for a bait-marking exercise. It correctly identifies that, as only a single social group has been identified across both the Fishpool Hill development site to the south and the Filton Airfield scheme – associated with an artificial sett located within Filton Wood SNCI – a bait-marking exercise (which was primarily aimed at establishing the number of social groups and the extent of their territories) was no longer considered necessary. A further re-surveying of the application site for use by badgers would be considered necessary should 12 months or more have elapsed between the original survey and development commencing. This forms the basis of a suggested planning Condition.



### *Birds*

- 4.71 Prior to the submission of the ES Addendum, the Council's ecologist had expressed concerns regarding the loss of significant areas of rough grassland at the airfield and its impact on skylark. Skylark are a priority species nationally under Section 41 of the NERC Act 2006 and as a ground-nesting bird species rely on rank grassland to provide them with suitable habitat. The ES Addendum identifies that a further area of rough (species-rich or semi-improved) grassland will be provided for the species within the scheme to the north of Charlton Common. The question of whether this will ultimately be effective within what will eventually be an urban environment is unsure, but worth pursuing nonetheless. Any disturbance from human activity such as dog-walking will need to be avoided or controlled either by the route through being restricted to one side of the grassland or seasonal closing off of the area. This mitigation is considered satisfactory subject being contained within the detailed LEMP for the scheme to be submitted, the subject of a planning Condition.

The location and provision of nest boxes for kestrel and barn owl within the south-west corner of the site within the Henbury Trym corridor is noted and should also form the basis of a planning Condition.

### *Landscape & Ecological Management Plan*

- 4.72 In response to comments received from the Council, the additional information also includes a scoping document providing details of the general objectives and principles behind the full LEMP which will be drawn up under an appropriately worded Condition. The submission of this is welcomed at Outline stage, and is suitable, subject to a number of revisions to form the basis for a more detailed LEMP to be provided at masterplanning stage

### *Ecology Conclusions*

The Council's ecologist considers that there are now no ecological constraints to granting planning permission subject to the imposition of conditions relating to a detailed LEMP for the overall scheme, great crested newt, barn owl and kestrel nest boxes, hedgehog, slowworm and badger, as set out in the consultation section of this report.

### Sustainable Construction/Energy

- 4.73 With regards to the suitable technology, the application is supported by an Energy Strategy which sets out a list of 'effective technology' which can be selected by the house builder to meet carbon reduction targets. Whilst this may appear to be open ended, ultimately the technology will need to be selected prior to building control sign off to meet Building Regulation targets. The submitted Energy Statement has regard to current energy policy and proposed policy for achieving zero carbon homes and commits to delivering compliance through the energy hierarchy approach of reducing demand, using energy more efficiently followed by supplying clean, renewable energy, where possible. In conjunction with the energy hierarchy approach, a series of design principles have been developed for the project for consideration within the detailed master planning process to including a number of passive and active building design measures which can reduce the energy demand of the development and ensure energy is used more efficiently.

There is a commitment to the use of a selection of renewable and low carbon technologies subject to an assessment of end user's needs. The statement also includes a commitment to review and take into account the economic and technical viability of heat networks once the Council led evidence based study has been completed (initial results will be available in July 2015).

A condition is recommended to address the following:

All buildings shall be constructed to comply with the Building Regulations that are in force *at the date that construction commences* (i.e not pre- registered).

The energy statement must be refreshed and approved by the local authority prior to any work commencing and with submission of each geographic phasing plan. The energy statement for the development must have regard to site wide sustainable energy solutions including the viability of decentralised energy production and district heating.

### Heritage

- 4.74 Policy CS26 requires *protection, enhancement and provision of cultural and heritage facilities related to the long term legacy of engineering and aviation at Filton, including the Bristol Aero Collection and the Concorde Museum;*

As requested by officers, it is considered that the applicant has made significant improvements to the masterplan layout in order to improve the relationship of the new development with individual designated heritage assets. The changes have also positively addressed the aviation museum and made it appear more integrated into the wider site, which is a further beneficial long term effect. The following changes have been made:

- Introduction of a larger civic space at the northern end of Concorde Boulevard adjacent to the approved Concorde Museum. This should afford more visibility to the proposed Concorde building and provide more of a buffer between the adjacent listed building and the proposed employment area.
- Greater distance between the listed hangar (16M) and the indicative building blocks to the south west, and a reduction in scale of the proposed blocks.
- Greater intervisibility between the retained hangars-16U within the application site and 16M within the Concorde Museum site.
- Repositioning of the proposed pub to ensure greater visibility to, and appropriate setting for Cedar House-- a listed building to the south of the site.
- Retention of some of the A38 air raid shelters.

- 4.75 In terms of the assessment of impact on the various designated and non-designated heritage assets within it, and the form/nature of those assets, the development will radically alter the historic context and setting of the listed hangers and pill box as a result of the clearance of the airfield and associated non-designated heritage assets, and through the subsequent introduction of a significant amount of new development. The retention and re-use of the grade II listed hangar 16U for re- use within the new development is a beneficial mitigating factor for the scheme. The impact on the non-designated heritage assets subsequently identified on the airfield site through the further work undertaken in the ES Addendum is factor that requires consideration under paragraph 135 of the NPPF. The loss of the Gun Butts, the

adjacent underground structure and the Compass Testing Circle can be mitigated through appropriate surveys and recording but the loss of the Lubricant Store would not, in the opinion of the Council's Conservation Officer, be outweighed by recording alone. A more detailed record of the building is required. The suspected Battle Headquarters has been investigated and found to be a form of pill box overlooking the airfield. As with the other surviving remnants of the airfield, the Council's Conservation Officer considers that it would have been preferable to have seen this retained as part of the allotment area to reinforce the heritage value of the area in line with the SPD. A detailed record of the structure should however be secured.

The significance of the locally listed air raid shelters is now better understood and it is clear that they are of a standard form, adapted to suit. Due to the changes to the A38 entrance and impact of the bus-link, more shelters are proposed for removal than originally envisaged. A group of 4 shelters are proposed for retention south of the new access and details of the hard/soft landscaping, boundary treatments, restoration proposals and interpretation will need to be agreed with the council. One shelter is proposed to be offered to the aviation museum to mitigate some of this loss.

- 4.76 In terms of heritage-related policy, the development as a whole is considered to have a substantial adverse impact on the setting and significance of designated and non-designated heritage assets and that, consequently, the proposal is contrary to policy L13 of the adopted Local Plan, policy CS9 of the Core Strategy and Section 66(1) of the 1990 Act. This is reflected in the updated ES assessment of effects in which moderate to substantial adverse degrees of effect have been identified for key aspects of the proposal including the loss of the locally listed air raid shelters the impact on the setting of the listed buildings resulting from clearance of the airfield, including the removal of undesignated heritage assets, and the long term impact of the new development.

Under paragraph 133 of the National Planning Policy Framework (NPPF), where development will lead to substantial harm to or total loss of significance of designated heritage assets, it must be demonstrated that this harm is necessary to achieve substantial public benefits that outweigh that harm, having regard to the considerable weight afforded to designated heritage assets in the planning balance. The retention and repair of the listed hangar and pill box will be positive factors to consider, alongside the improvements and enhancements to the layout and setting of the museum site. From a purely heritage perspective, though, the benefits arising from this is not sufficient to outweigh the harm to the setting and significance of the designated and undesignated heritage assets, or their loss. It is necessary therefore to consider whether the other wider public benefits arising from the scheme as a whole are sufficiently great to outweigh the identified harm to the heritage assets.

- 4.77 Officers have taken into account the aspirations set out in the CPNN SPD. The proposal will deliver a wide variety of benefits to the Bristol North Fringe including the delivery of 2,675 new homes to meet an identified need within South Gloucestershire. It is anticipated that these new homes will address a range of needs, providing for all ages/households, and that they will be delivered from 2016, hence forming part of the Council's housing trajectory. The proposal uses brownfield land thus avoiding the potential use of greenfield sites. Up to 24 hectares of employment land would be provided, with safeguarding for aerospace and advanced engineering uses to assist in meeting the aspirations the West of England Local Enterprise Partnership. The

applicant estimates that the proposal will generate in the region of 7,000 jobs. Movement corridors will be provided across the site, which is currently a barrier, providing new links for pedestrians, cyclists and public transport, promoting sustainable travel. Land will be dedicated for a new rail station and new community facilities aimed at supporting both the new community and existing residents in surrounding areas. Further, the creation of extensive green infrastructure networks. Officers are satisfied that the proposal would result in substantial public benefits that outweigh the harm to the designated heritage assets, even taking into account the considerable weight afforded to designated heritage assets in the NPPF.

#### Public Rights of Way (PROW)

- 4.78 The Council's Public Rights of Way officer has confirmed that, in the most part, the proposed indicative PROW diversions within the application site are reasonable and appear to be running through green areas, which would fit with the guidance in Defra Circular 1/09, Local Plan policies and the SGC diversion policy. However the PROW officer would prefer the public right of way going west from the southern end of Catbrain Lane to remain in its present position adjacent to the stream, because it is very well used and links with the footbridge. This however conflicts with the advice of the ecology officer to keep footpaths away from the newt ponds adjacent to the Henbury Trym Corridor, due to the adverse impact created by dogs swimming in newt ponds. It is considered that the proposed indicative diversion is acceptable in principle as it keeps the path away from the northern newt pond whilst still linking with the footbridge, and the safety of the protected species is considered to override the inconvenience of a small diversion.

#### Flood Risk and Drainage

- 4.79 Most of the site lies within Flood Zone 1, with small areas of land adjacent to the Henbury Trym at the western end of the site as being within Flood Zones 2,3a and 3b. Infiltration is not a viable means of managing surface water discharge from the site and therefore surface water will ultimately need to be discharged into the Henbury Trym and the Stoke Brook. Planning policy dictates that post-development runoff rates should, as a minimum, be limited to match pre-development rates for return periods up to the 100 year event. However due to downstream flood issues, a more stringent requirement for a 30% reduction in existing runoff rates is defined in the Strategic Flood Risk Assessment and has been used to inform the applicant's FRA. The proposed surface water network is based on the principles of Sustainable Drainage Systems (SuDS), with SuDS features integrated into the green spaces and built environment, providing a link to the wider ecological aspirations.

As noted in the consultation section of this report, the Environment Agency has now advised that the revised FRA is acceptable, and subject to a number of planning conditions, there is no objection to the proposal in terms of drainage and flooding.

#### Archaeology

- 4.80 The amended ES Chapter relating to Cultural Heritage in respect of archaeology has now been found to acceptable by the Council's archaeologist who originally had concerns related to the proposed mitigation, but since the initial Environmental Statement, the mitigation strategy has been amended and a Written Scheme of Investigation (WSI) for field evaluation has been submitted. The original proposal that

the mitigation can be undertaken in line with the remediation works is not the correct process.

The WSI submitted (and accepted) is for a programme of trial trenching. This work should be undertaken prior to any remediation or other ground works of any kind to ensure that the archaeology is sufficiently understood and proposals for how to deal with it afterwards submitted for approval. It is recommended that field evaluation is necessary in order to determine the presence, quality, character and date of archaeology on site. There is still potential for archaeology to survive, particularly relating to prehistoric, Medieval (Charlton and Hayes) and WWI. The field evaluation should be achieved through a condition attached to the outline application to secure a programme of archaeological work. This work would involve trial trenching leading to the publication of a detailed mitigation strategy to be applied to the outline application and all subsequent reserved matters applications.

Although the submitted WSI is approved, the condition will not be considered for discharge until a mitigation strategy following the field evaluation has been submitted and approved by the council. The condition will require the following measures, broken down into four phases.

Phase 1:

- 4.81 Archaeological field evaluation will take place across the development site in accordance with the approved WSI. Where necessary post-excavation work including assessment and potentially analysis will be undertaken if it is necessary to inform the subsequent mitigation strategy. This phase of work will be a condition attached to the outline application and must be undertaken prior to any submission of reserved matters and prior to any form of ground disturbance, including any preparatory work including exempt infrastructure and remediation works. This work will result in the production of a mitigation strategy for dealing with the archaeology on site. This mitigation strategy will be assessed and once approved by the council will be used to cover all remaining activity on site and all subsequent reserved matters applications. The mitigation strategy will inform the location, intensity and nature of phases 2 and 3.

Phase 2:

- 4.82 Where areas of significant archaeology are identified these will be subject to open area excavation. Whilst it would be prudent to undertake these works as part of the outline planning application, they can be dealt with as part of reserved matters applications, but only once the mitigation strategy (phase 1) has been developed and approved. The results of these excavations will be fully assessed through completion of a full assessment report and, following a further round of consultation, full analysis of the findings will be undertaken.

Phase 3:

- 4.83 In areas to be impacted by development activities, and where no mitigation excavation has been carried out, an appropriate programme of archaeological monitoring (watching brief) will be maintained. The results of this watching brief (including any post-excavation works that are required) will be included in any final assessment and publication.

Phase 4:

- 4.84 Full publication of the site will occur, in an appropriate local or national archaeological journal, or, should the site prove to be of high significance, published as a monograph. It is also important to ensure that full publication of the site as a whole occurs, which will bring together the results of the evaluation at outline stage and the results of the Reserved Matters applications.

It is considered therefore that subject to a planning condition to secure the above, the planning application is in accordance with Sth Glos Local Plan Policy L11 and Sth Glos Local Plan: Core Strategy Policy CS9.

#### Waste Management Strategy

- 4.85 A revised Waste management Strategy has been submitted, as officers required further information relating to the large quantities of waste material arising from the removal of hardstanding, including the existing main runway. The nature, volumes and intent of the developers in respect of likely waste arisings have been identified. In this respect the rates of re-use of material and subsequently recycling and recovery (on or off site), in particular through the use of demolition waste and excavation materials demonstrate an acceptable consideration of waste arisings within the development and limit the amount of material that will be required to be disposed of. Of particular note is the fact that the large quantity of concrete that will arise from the demolition of the runways and associated hardstanding will be recovered by crushing for an engineering fill, to be used on site.

In terms of other waste streams encountered during the construction phases, this will be adequately addressed on site through sorting to maximise the potential for re-use, recovery and recycling. Ultimately residual waste (that which cannot be re-used or recycled on site) will go to a local appropriate facility to be utilised or landfilled in the event that this is not possible.

The Waste Management Strategy is considered to be sufficiently detailed at this stage and satisfactorily demonstrates the consideration and use of excavation/demolition waste within the scheme, retaining the material on site and thus reducing the need for its disposal elsewhere and the need for importation of additional material where possible. A condition will require the submission and approval of a detailed waste management strategy prior to commencement.

#### Environmental Protection.

- 4.86 As set out in detail in the consultation section of this report, the Council's Environmental Protection team have no objections to the proposal on the grounds of contamination or noise.

#### *Contamination*

- 4.87 The historic use of the site as an airfield may have caused contamination which could give rise to unacceptable risks to the proposed development. Hence a number of reports relating to potential ground contamination were part of the Environmental Statement. The approach to the ground investigation, the methodology used including the assessment criteria and the conclusions of the reports are accepted. There is therefore a requirement for further ground investigation to take place, together with proposals for remediation of each phase, having regard to the sensitivity of the end user – be it residential, or other uses.

### *Noise*

- 4.88 Environmental Protection has considered the Environmental Statement – Chapter 12 Noise and Vibration dated October 2014 and is satisfied that noise issues have been appropriately considered and assessed. External noise levels meet BS8233 (55 dBA) except near internal roads and the railway line. The mitigation for construction noise should be considered via the condition for a Framework Construction Environmental Management Plan which should also deal with minimising issues with air quality, dust, noise and vibration.

The master plan includes a noise bund adjacent to the railway to protect garden areas. The Chapter suggest this would be subject to detailed design depending on distance of garden to railway and final topography of this site. It is considered that this matter should be explored through the detailed design codes for the site, to be secured by condition.

Overall the scheme as proposed does not represent a significant adverse impact in terms of noise.

### *Air quality*

- 4.89 The air quality assessment undertaken in the Environmental Statement (ES) and the subsequent ES addendum consider the relevant pollutants; nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) and the potential air quality impacts during the construction and operational phases of the development. The ES Addendum includes sensitivity testing to assess the worse-case impacts.

### *Operational Phase Impacts*

- 4.90 For the operational phase of the development, the assessment contained in the original ES has been superseded by the three modelling scenarios in the ES Addendum which predict concentrations at existing receptors and new receptors introduced by the development in the worse-case locations that could potentially be impacted by traffic arising from the development. Models 1 and 2 use what the developer considers to be the most appropriate methodology to assess the likely significant effects rather than the “worse case”, with the only difference being Model 1 uses meteorological data from Bristol Lulsgate Airport whereas Model 2 uses Filton Airfield meteorological data, which better represents conditions at the development site. Model 3 is a sensitivity test to assess the worse case scenario and assumes there are no future reductions in emissions. While this scenario could be considered as overly conservative, it takes into account the current uncertainties around emissions factors.

The potential operational effects for each of the model scenarios are summarised below:

It could be considered somewhat surprising that there are negligible impacts and slight improvements in nitrogen dioxide concentrations at some receptors, given the scale of the development and the likely traffic generation. As stated in the original ES, there are many components that contribute to the uncertainty in predicted concentrations. The models are also dependent on the traffic data which will have inherent uncertainties associated with it. The impacts on particulate matter PM<sub>10</sub> and PM<sub>2.5</sub> concentrations in all the modelled scenarios are described as imperceptible, with no predicted exceedences at any of the receptors.

In respect of cumulative impacts, the 2031 future year traffic data utilised within the three model scenarios includes all committed developments in the area and corresponds to the year of completion and full occupation of the CPNN. As such, the cumulative impacts on air quality have been considered.

Overall, for the operational phase, the assessment concludes that the air quality impacts are considered to be not significant based on model 1 and 2 results. In terms of model 3 (the sensitivity assessment), the predicted concentrations are much higher reflecting that there is no reduction in vehicle emission factors. However, the impacts can be considered overall to not be significant as for 33 out of the 49 receptors, there are negligible or slight improvements in air quality; for 8 further receptors, there is no change in concentrations and for the remaining 8 receptors, there is a negligible deterioration of air quality.

The recently updated Planning for Air Quality guidance produced by Environmental Protection UK/Institute of Air quality Management (May 2010) identifies some principles of good practice (Para 5.10) that should be applied to all developments to reduce emissions and contribute to better air quality management. For the operational phase, this relates to the provision of at Electric Vehicle (EV) “rapid charge” points. The recommended Design Code condition includes reference to this in order to facilitate the use of electric vehicles and contribute to minimising traffic emissions from the development, particularly as, while the development is mostly not predicted to contribute to the exceedences of the annual mean nitrogen dioxide objective, the concentrations are still predicted to remain above the objective with the development in place.

From the energy statement, the use of biomass boilers and fossil fuel Combined Heat and Power (CHP) is indicated to be a possibility in future. Should there be any such facilities proposed at the detailed design stage, it would be appropriate to assess the air quality impacts and design the chimney height and/or other abatement equipment to mitigate any potential impacts.

#### *Construction Phase Impacts*

- 4.91 For the construction phase, the assessment of potential impact of dust emissions identified a medium to high risk of impacts occurring at nearby existing receptors and in the later phases of construction, at newly occupied housing on site. The best practice measures identified in the assessment in the original ES and some additional best practice measures also appropriate to a site of this risk have been incorporated into the Framework Construction Environmental Management Plan (CEMP) (dated Oct 2014) in order to minimise the impacts. The assessment considers that with these measures in place, the dust impacts are not significant. The Framework CEMP identifies that phase-specific CEMPs are likely to be required to ensure that the impacts of more detailed construction plans are taken into account for each phase of the development. The phase-specific CEMPs should be approved by the council prior to the commencement of any works and it is recommended that a condition be added to this effect. In summary, there are no objections in principle, subject to the recommended conditions being applied.

#### *Residential Amenity*



- 4.92 There are a small number of residential properties, adjacent to the central and western part of the southern boundary of the application site. Further, the residential properties at Catbrain Lane lie adjacent to the northern boundary of the site. All of these areas would be residential zones in the future development, therefore there is no reason to consider that there would be insurmountable impact on the residential amenity of existing occupants. It is noted that the proposed pub would be located to the north of the garden of Cedar House, however there is a substantial vegetation screen between the two areas which would act as a buffer to some degree. Any Reserved Matters application would need to consider the protection of the amenity of this property, however it is considered that the indicative size of the pub parcel of land (location of the pub, within a large parcel (0.36ha) indicates that a satisfactory relationship would be possible to plan.

It is noted that the Royal Mail has made representations regarding the possibility of complaints from new residents as a result of the 24/7 operation of the sorting office adjacent to the Eastern boundary of the site. It is noted that the closest dwellings on the indicative masterplan are some 300 metres away from the Royal Mail, A condition has been requested that no dwellings are permitted closer than this, in order to avoid complaints and possible restrictions to Royal Mail operations. It is considered however that in the absence of tangible evidence that 300m is the correct minimum distance, then it is preferable that the design Code will deal with this issue. Subject to this condition, the application is considered acceptable in terms of residential amenity.

#### Retail Issues

- 4.93 As well as the proposed mixed use parcel to the north of Charlton Park which includes small retail units (A1-A5) and small offices (B1), chemist and dentist with apartments above, the proposal includes a hectare site in the centre of the northern boundary for a supermarket of 2,787 sqm gross floorspace. The proposal is supported by the applicant's Retail Statement, which has in turn been considered by the Council's retail consultant. Following the submission of further information from the applicant's consultant, the Council's consultant has confirmed that the applicant has demonstrated that the proposal would not have a significant adverse impact on any existing centre. The proposed centre is intended to serve the additional population in the area and is considered broadly of the right scale to do so. This remains so, taking into account other proposals in the area, such as the proposed supermarket at Haw Wood, also part of the CPNN. The stores likely to be affected are out- of -centre therefore there is no planning reason to accord significant weight to this impact. Overall it is considered that the proposed retail development is bound to have some impact on existing shopping patterns, not least due to changes in to the accessibility of shops, and customer preference. Whilst some stores will lose turnover, the amounts are considered by the Council's consultant to be small. The proposal is therefore considered to comply with the SPD which envisages the central airfield area will contain a local retail foodstore as part of the community infrastructure to serve the new neighbourhood.

#### Other issues

##### *Cemetery provision*

4.94 This is a matter raised specifically by Almondsbury Parish Council in their representation. This matter has been addressed strategically through consideration of the framework agreement, and the was resolved by Members at Planning Committee in December 2014.

*Gypsies and Travellers*

4.95 Policy CS26 seeks investigation for the potential to provide pitches for gypsies and travellers (rather than require as the policy previously stated). The current evidence base gives a reduced requirement for pitches across the district. As a result of the viability appraisal for CPNN it was considered appropriate to remove the contribution towards gypsy and traveller provision from the overall package in light of the need to secure other infrastructure items.

*Fire hydrants*

4.96 This is a matter raised specifically by Avon Fire and Rescue in their representation. This matter has been addressed strategically through consideration of the framework agreement, and was resolved by Members at Planning Committee in December 2014.

*Royal Mail*

4.97 In their consultation response, Royal Mail have stated that the new population will generate a need for an enlarged delivery office and this site of 0.6ha should be accommodated within the application site through a S.106 obligation. Whilst acknowledging there may be potential for a knock on effect, officers consider that the CIL Regulation 122 tests would not be met as this obligation would not be required to make the development acceptable in planning terms, particularly as Royal Mail is a private company.

Framework Agreement Planning Obligations

4.98 As explained under *Principle of Development* above, the Framework Agreement (FA) for the Cribbs Patchway new neighbourhood has now been approved by members (at DC West Planning Committee in February 2015). The obligations common to all applications covered by the FA are as follows:

*Affordable Housing*

The Framework Agreement will secure affordable housing for the whole of CPNN. As already approved by Members, the proposal will secure 25.5% affordable housing overall. Details of the tenure split, and other particulars are set out in the heads of terms after the recommendation.

*Health*

A GP surgery as part of the community centre is proposed to be provided on the airfield site. All signatories of the Framework Agreement will provide a proportionate contribution towards this facility.

*Waste Transfer Facility*

Through the Framework Agreement, the applicant will provide a per unit proportionate contribution towards the provision of a waste transfer facility with public amenity service, to be provided within the North Fringe.

*Education*

The application includes:

Provision of 2 no. sites totalling 5ha at nil cost for 2 no. primary schools (1x 2Fe and 1x 3Fe)

Provision of 2 no. sites totalling 0.8ha at nil cost for 2 no. 72 place children's nurseries  
Provision of one site of 8.31 Ha at nil cost for 1x 7Fe Secondary School (this shall include 7.65ha for sports pitches/ POS). the Council's Education planning officer has confirmed that this meets the land requirements for education provision.

Through the Framework Agreement, the applicant will provide a per unit proportionate contribution towards 5 x primary schools (others to be provided at Fishpool Hill and Haw Wood) and one secondary school .

#### *Community Infrastructure*

Through the Framework Agreement, provision will be made through Per Unit Contributions towards 3 x community centres incorporating library, health, youth services, children's services, and indoor sports.

#### *Transport Infrastructure*

Behind the Framework Agreement lies the Transport Package which contains measures set out in the CPNN Infrastructure Delivery Plan (IDP) and Chapter 5 of the CPNN SPD. These include measures to enhance the capacity of nearby motorway junctions; corridor studies and associated measures along the A38 and A4018, as well as Public Transport priority and improved pedestrian and cycle links, enhanced bus service provision, the MetroBus extension and new rail stations on the Henbury Line. The Transport Package is funded by a tariff (£5,700 per dwelling) which is the subject of the Framework Agreement.

#### Site Specific Obligations

These are the obligations that are specific to the airfield, and include the provision of the rail station land; the provision and triggers for site specific transport infrastructure; provision for public open space and its future management; and provision for continued operation of emergency helicopter services by GWAA and NPAS.

#### Community Infrastructure Levy Regulation 122

4.99 The NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Furthermore, planning obligations will be given weight where they meet all the following statutory tests:

- Fairly and reasonably related in scale and kind to the development
- Directly related to the development
- Necessary to make the development acceptable in planning terms

In the case of the planning obligations set out above, and as set out in the Site Specific heads of terms below, it is considered that they are appropriate mitigation, necessary to make the development acceptable in planning terms, directly related to the development and in scale and kind to the development. As such all planning

obligations set out in the heads of terms are considered to have passed the CIL Regulation 122 tests.

### **RECOMMENDATION**

5.0 That, subject to the confirmation of all triggers for transport infrastructure provision, as noted in the Heads of Terms and conditions below, outline planning permission be granted subject to the conditions set out below and the applicant first voluntarily entering into both the Framework Agreement and a site specific agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) pursuant to it, simultaneously or shortly thereafter to secure the following:

#### **1. Education:**

- Provision made through Per Unit Contribution towards 5 x primary schools .
- Provision of 2 no. sites totalling 5ha at nil cost for 2 no. primary schools (1x 2Fe and 1x 3Fe)
- Provision of 2 no. sites totalling 0.8ha at nil cost for 2 no. 72 place children's nurseries
- Provision made through Per Unit Contribution towards 1 x 7Fe Secondary School
- Provision of one site of 8.31 Ha at nil cost for 1x 7Fe Secondary School (this shall include 7.65ha for dual use sports pitches/ POS)

#### **2. Health:**

- Provision made through Per Unit Contribution towards a 6 GP health facility as part of Community Centre.
- Provision made through Per Unit Contribution towards additional capacity in existing facilities equivalent to 2 GPs

#### **3. Community Infrastructure:**

- Provision made through Per Unit Contribution towards 3 x community centres incorporating library, health, youth services, children's services, and indoor sports.
- Provision of Community Parcel site of 0.6ha at nil cost, for community hall (3,400 sqm GIFA), library, GP surgery and sports hall, car parking, landscaping and external space
- Provision made through Per Unit Contribution towards capital cost of a new waste transfer facility.

#### **4. POS:**

- Prior to occupation of the 1<sup>st</sup> dwelling, the applicant shall secure the management and maintenance of the Public Open Space (POS) and Sustainable Drainage System (SuDS) in perpetuity, to adoptable standards, and in accordance with an appropriate management regime to be first approved by the Council. The developer shall maintain the POS and SUDs in accordance with the maintenance regime until such time as the whole of the POS and SUDs areas are either transferred to the Council or

transferred to a management entity, the details of which shall be first approved by the Council.

- The applicant shall provide 1.605 Ha open space provision on site for children and young people
- The applicant shall provide 9.577 Ha provision on site for natural and semi natural open space
- The applicant shall provide 7.127 Ha provision on site for informal recreational open space
- The applicant shall provide 1.298 Ha as open space provision on site for allotments
- The applicant shall provide 10.268 Ha provision on site for outdoor sports facilities, which shall include 7.65ha Core Area sports provision within the 8.31ha Secondary School site
- The applicant shall provide a secondary school site to incorporate 7.65ha of dual use outdoor sports at nil cost and provision made through Per Unit Contribution towards capital cost. A further financial contribution is to be made of the full cost (£ to be included) of upgrading the facilities to incorporate a Senior 3G artificial pitch, a Hockey Astro Turf, 4x tennis courts (lit) and 2x MUGAs.
- The applicant shall provide two primary school sites to incorporate 1.25ha and 0.79ha of dual use outdoor sports at nil cost and provision made through Per Unit Contribution towards capital cost.
- The applicant shall provide a further 0.578ha of outdoor sports onsite.

All POS types to be as set out in Figure 5.60 of the DAS Addendum

- All to be in accordance with POS Headline Specs included in the S 106
- Filton Wood to be offered to be transferred (at nil cost) to a Wildlife Trust or Community Group to manage it, with limited public access for educational purposes.

## 5. **Transportation:**

- All accesses shall be construction to the edge of the application site to avoid any ransom strips being created.

### Railway Station Land

The land allocated as Rail Station facilities within the masterplan, amounting to 0.45Ha in area, shall be transferred in freehold to South Gloucestershire Council prior to first occupation of the 317<sup>th</sup> House or within 6 months of notification of commencement of Rail Station facility construction. Associated with the freehold transfer of land, shall be included a vehicular access linking the land with the 'Combination Junction' in a form constructed to South Gloucestershire Councils adoption standards and approved by the Local Planning Authority. Access to Network Rail land that is required to facilitate the construction of the Rail Station including the existing Rail Bridge shall also be provided at nil charge to both Agents of South Gloucestershire Council and Network Rail.

### North South PT Link

Prior to occupation of the (*dwelling number to be the subject of Committee update*) dwelling unit a road link, including pedestrian and cyclist infrastructure, hereafter referred to as the 'North South Link', shall be provided that links Hayes Way/Merlin Road to Charlton Road. The link shall be completed to the satisfaction of the Local Planning Authority (LPA) and shall be of sufficient construction and geometry to accommodate Public Transport Service provision and shall be closed to general traffic at Charlton Road by means to be agreed with the LPA. Upon completion of a road link adjoining San Andreas Roundabout, the North South Link shall be re-routed to accommodate the link to San Andreas which shall be controlled for Public Transport use only, by means to be agreed with the LPA. Upon completion to an adoptable standard as approved by the Highway Authority, the North South link shall be dedicated as public highway maintainable at public expense, with all supervision fees met by the developer and all indemnity and surety secured and agreed with the Highway Authority.

### East West Link

Prior to occupation of the proposed Secondary School and following completion of road infrastructure provided within the adjacent development site that terminates at its site boundary, subject of planning application PT12/1930/O, a road link, including strategic pedestrian and cyclist infrastructure, hereafter referred to as the 'East West Link', shall be provided that links the A4018 through the adjacent site to the Secondary School and onto Hayes Way/Merlin Road. The link shall be completed to the satisfaction of the Local Planning Authority (LPA) and shall be of sufficient construction and geometry to accommodate Public Transport Service provision and general traffic. Upon completion of the proposed new signalised access onto the A38, the 'East West Link' shall be extended to join the A38. Upon completion to an adoptable standard as approved by the Highway Authority, the 'East West Link' link shall be dedicated as public highway maintainable at public expense with all supervision fees met by the developer and all indemnity and surety secured and agreed with the Highway Authority.

### Cycle Trunk Route

Prior to occupation of the (*dwelling number to be the subject of Committee update*) dwelling the Cycle Trunk Route as depicted upon the approved Masterplan shall be completed in all respects to the satisfaction of the Local Planning Authority and shall be dedicated as public highway maintainable at public expense with all supervision fees met by the developer and all indemnity and surety secured and agreed with the Highway Authority.

### Metrobus Route (Extension)

Prior to occupation of the (*dwelling number and employment floorspace to be the subject of Committee update*) or equivalent interim based upon 0.567 vehicle trips per dwelling and 1.616 vehicle trips per 100sqm of Employment, a road link shall be provided between the 'Combination Junction' and Hayes Way/Merlin Road that accommodates access to the proposed Railway Station Land and shall be completed to the satisfaction of the Local Planning Authority and be of sufficient construction and geometry to accommodate Public Transport and will accommodate South Gloucestershire Council's Metrobus Rapid Transit scheme. Upon completion of a road

link adjoining San Andreas Roundabout, this link accommodating Metrobus shall be re-routed to accommodate the link to San Andreas which shall be controlled for Public Transport use only, by means to be agreed with the LPA. Upon completion to an adoptable standard as approved by the Highway Authority, the link accommodating Metrobus shall be dedicated as public highway maintainable at public expense with all supervision fees met by the developer and all indemnity and surety secured and agreed with the Highway Authority.

#### Framework Travel Plan – to maximise governance etc. – and associated site specific plans

Notwithstanding the submitted details prior to commencement of development a revised Framework Travel Plan shall be submitted to and approved by the Local Authority that shall build upon Revision 005 and shall include:

- A Monitoring Schedule setting out:
  - Trigger points for carrying out surveys.
  - How the surveys will be carried out.
  - Details of when and where permanent ATC's are to be located
  - Authority access to ATC data as placed within privately maintainable roads.
  - Household / employee travel mode questionnaires to be agreed in writing by the SGC before being sent out.
  - An annual TP progress report to be sent to and approved in writing by SGC
  - An annual monitoring fee for SGC of £1,000 for each residential travel plan and £1,000 for each individual commercial uses plan for the life of the Travel Plan which initially would be 15 years but could be extended if targets are not met or the site is not fully built out.
- A schedule of Targets including remedial action plan
- A revised Travel Plan and Measures Action Plan that shall accommodate agreed obligations and planning conditions and shall incorporate a spend profile of Smarter Choices that will accommodate a reserve for the remedial action plan

#### Delivery of access junctions including detailed design and audit procedures

Prior to (*dwelling number to be the subject of Committee update*) , the proposed signalised junction facility proposed to serve the development from Merlin Way, subject of drawing number 32124/100/001 Revision B, shall be completed in all respects in accordance with the approved plan or subject to changes agreed with the Local Planning Authority, and shall meet South Gloucestershire Councils Adoption Standards with all supervision fees met by the developer and all indemnity and surety secured and agreed with the Highway Authority. Should delivery of the junction not be considered timely or feasible as agreed with the Local Planning Authority, then an alternative signalised pedestrian crossing shall be provided prior to (*dwelling number to be the subject of Committee update*) in accordance with plans to be approved and agreed with the Local Planning Authority and shall meet South Gloucestershire Councils Adoption Standards with all supervision fees met by the developer and all indemnity and surety secured and agreed with the Highway Authority.

Prior to (*dwelling number to be the subject of Committee update*) the proposed A38 junction shall be completed in all respects in accordance with the approved plan or subject to changes agreed with the Local Planning Authority, and shall meet South Gloucestershire Councils Adoption Standards and shall meet South Gloucestershire Councils Adoption Standards with all supervision fees met by the developer and all indemnity and surety secured and agreed with the Highway Authority.

Prior to first occupation of the development area named 'East Charlton', the proposed changes to Blenheim Roundabout shall be completed in all respects in accordance with the approved plan or subject to changes agreed with the Local Planning Authority, and shall meet South Gloucestershire Councils Adoption Standards and shall meet South Gloucestershire Councils Adoption Standards with all supervision fees met by the developer and all indemnity and surety secured and agreed with the Highway Authority.

Prior to first occupation of the development area named 'Highwood', the proposed changes to Brabazon Roundabout shall be completed in all respects in accordance with the approved plan or subject to changes agreed with the Local Planning Authority, and shall meet South Gloucestershire Councils Adoption Standards and shall meet South Gloucestershire Councils Adoption Standards with all supervision fees met by the developer and all indemnity and surety secured and agreed with the Highway Authority.

## **6. Helicopters**

1. BAE shall provide and make available to GWAA and NPAS the Existing Facility or such other facility within the Site until such time as one of the options under paragraph 3 below has been delivered.
2. BAE has acquired the Almondsbury Site and has submitted a planning application to develop the Almondsbury Site as a New Facility. The Council will support the process of seeking to secure an Alternative Site.
3. In the event that planning permission for the New Facility at the Almondsbury Site is not granted by then:-
  - 3.1 The Council will convene a meeting with representatives of BAE, GWAA and NPAS to decide which of the two options below is preferred and agreed by all parties:-
    - 3.1.1 retention of the Existing Facility and a period of a further year to allow BAE more time to identify and secure an Alternative Site; or
    - 3.1.2 cessation of the search for an Alternative Site and a relocation of GWAA and NPAS operations to a permanent New Facility elsewhere within the Site.
  - 3.2 If the option at paragraph 3.1.1 is agreed upon, and planning permission for an Alternative Site is secured within 1 (one) year of the option under paragraph 3.1.1 then BAE shall continue to make the Existing Facility available for use by GWAA and NPAS until the New Facility is available for operational use.



- 3.3 If planning permission for a New Facility at an Alternative Site has not been secured within 1 (one) year of the option under paragraph 3.1.1 then the option under paragraph 3.1.2 shall be pursued.
4. The Council and BAE agree that if the GWAA and NPAS operations remain within the Site the resultant loss of Net Developable Land, together with the impact of the New Facility on the value of proposed neighbouring new development within the Site and the fact that the infrastructure costs are then shared over a smaller area, will have a significant impact on the impact on the outturn of the GVA/DVS CPNN viability assessment for Filton Airfield. In such a situation the GVA/DVS CPNN viability model will be re-run to take account of these factors and this will result in a reduction in the level of Affordable Housing provided on the BAE site across the airfield.

## 7. Extra Care

- 0.69ha site for location of 70 Extra Care Units to be indicated on detailed masterplan. Spec to be approved prior to submission of its RM. Market the extra care land with option to transfer at market value to Council if unsold.

## 8. Affordable Housing

The overarching framework agreement will secure affordable housing for the whole of the CPNN which has been the subject of a viability assessment as part of the negotiations of the framework agreement, and approved by Members. The proposal would secure 17% affordable housing to contribute to the overall affordable housing package.

Tenure split of 78% social rent, 6% affordable rent and 16% intermediate housing, as identified by the West of England Strategic Housing Market Assessment (SHMA) 2009 and Addendum to SHMA 2009 with a range of affordable units as follows,

### Social Rent

Percentage	Type	Min Size m2
24%	1 bed flats	47
7%	2 bed flats	69
41%	2 bed houses	77
18%	3 bed houses	90
10%	4 bed houses	112

### Affordable Rent

Percentage	Type	Min Size m2
0%	1 bed flats	47
18%	2 bed flats	69
35%	2 bed houses	77
47%	3 bed houses	90
0%	4 bed houses	112

### Intermediate

Percentage	Type	Min Size m2
20%	1 bed flats	47
30%	2 bed flats	69
31%	2 bed houses	77
19%	3 bed houses	90
0%	4 bed houses	112

Five percent of the affordable housing to meet wheelchair accommodation standards as set out in the Affordable Housing SPD. Unit type to be agreed as part of the S106 agreement with reference to the Council's housing needs data.

- The affordable housing is to be delivered without any public subsidy.
- Public subsidy to be sought to deliver Target Affordable Housing Units
- 100% of all first lettings and 75% of subsequent lettings to be nominated by SGC.
- Affordable housing to be distributed across the site in clusters of no more than 12 units. A maximum of 6 flats to be accessed off a single entrance.
- All units to be built in line with the same standards as the market units (if higher) and to fully comply with the latest HCA standards applicable at the time the S.106 will be signed or 6 months prior to start onsite whichever date is the latter, to include at least Level 3 of the Code for Sustainable Homes, Lifetime Homes standard, Part 2 of Secured by Design, and with compliance of RP design brief (comprising as a minimum: all rear gardens to be turfed and generally to have 1.8m high close boarded fencing to boundaries and privacy panels; all properties to have vinyl/tiles on floor in kitchens and bathrooms; Ceiling height tiling to 3 sides of bath to be provided; Provide wall mounted shower (either electric or valve and kit); Provide gas and electric points to cooker space (where gas is available); Painted softwood curtain battens to each window (where construction is traditional as opposed to timber frame).
- Delivery is preferred through an Approved RP. In the event of the developer choosing a Registered Provider from outside the Council's Approved RP list then the RP will need to demonstrate its housing management standards are no less than the Council requires of its Approved RPs.
- Phasing - the affordable housing should be built at the same time as the rest of the housing, with agreed triggers. Where development will proceed over more than one phase, the amount, type and tenure of the affordable housing in each phase will be set out in the affordable housing masterplan schedule, to be submitted for approval prior to determination of the first residential Reserved Matters application.
- Affordability:
  - o Social Rents to be set at target rents
  - o Affordable Rent to be up to 80% of local market rent including service charge but not exceeding the Local Housing Allowance
  - o shared ownership: half of the shared ownership units shall be sold at an equity share of no more than 40% of the market value, and the remaining half shall be sold at an equity share of no more than 50% of the market value, with the annual rent charged on the unsold equity no more than 1% of the unsold equity

- Service Charges will be capped at an appropriate level to ensure that the affordable housing is affordable
- Social rented accommodation to be retained as affordable housing in perpetuity. Right to Acquire does not apply where no public subsidy is provided.
- Any capital receipts on intermediate housing to be recycled as capital expenditure on approved affordable housing schemes in South Gloucestershire.

**Contact Officer: Helen Ainsley**  
**Tel. No. 01454 863643**

## Conditions

### Submission of Reserved Matters

1. Details of the layout, scale and appearance of the buildings to be erected, and the landscaping of the site (hereinafter called “the reserved matters”) shall be submitted to and approved in writing by the Local Planning Authority before development on land to which the reserved matters relate commences. Development thereafter shall be carried out in accordance with the approved details.

#### Reason

To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

2. Applications for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 15 years from the date of this permission.

#### Reason

To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).

3. The development hereby permitted shall be begun either before the expiration of 3 years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

#### Reason

To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).

### Submission of phasing plan

4. No reserved matters applications shall be submitted until there has been submitted to and approved in writing by the local planning authority a detailed phasing plan for the site in its entirety that is in compliance with the Section 106 Agreement that forms part of this outline permission, and the approved Parameter Plans. Such a phasing plan shall indicate geographical phases, and relationship to the delivery of

infrastructure and facilities. This shall include the phasing for the delivery of all of the POS and SUDs as set out in Figure 5.60 of the DAS Addendum dated April 2015 within each of the phases. The phasing plan shall establish the geographical phases for each Detailed Masterplan. Applications for the approval of the reserved matters shall be in accordance with the approved phasing plan and the phasing plan as agreed shall be fully adhered to.

#### Reason

To ensure that the development is comprehensively planned, designed and phased to ensure maximum practical integration between different land uses within and beyond the site is achieved to accord with policies CS1 and CS26 of the Adopted South Gloucestershire Local Plan: Core Strategy (December 2013).

#### Submission of Masterplan and Design Codes

5. No applications for reserved matters shall be submitted in any of the geographical phases identified in the approved phasing plan submitted pursuant to condition 4 above until there has been submitted to and approved in writing by the local planning authority a detailed Masterplan for the geographical phase in question.

The detailed Masterplans shall be in accordance with the principles and parameters described and illustrated in the Filton Airfield Design and Access Statement, (October 2014) and its Addendum (April 2015) and approved Parameter Plans. It shall further include the subdivision of each geographical phase into development parcels to provide the basis for reserved matters submissions. Any subsequent applications for revisions to an approved Masterplan shall be subject to the written approval of the Local Planning Authority.

Each of the Detailed Masterplans shall include a two-dimensional layout drawing, to a scale of 1:1000 or 1:1250 that shows:

#### Safe Routes to School

Walking and cycling routes and how they link with the wider network

The arrangement of street and buildings down to plot level, including the arrangement of block interiors and the arrangements for car parking

Density and mix

Building heights/ massing

The format of the public realm including all routes and spaces

The context within which existing landscape features will be retained

Existing and proposed ground levels

Public open space in accordance with the Landscape Schedule of spaces set out in Figure 5.60 of the Filton Airfield Design and Access Statement Addendum April 2015 and in accordance with the Landscape Parameter Plan hereby approved.

Masterplan/s to provide for an appropriate development response to the heritage assets in the parcels adjacent to the listed buildings on and adjacent to the site, including the employment parcel to the south west of Hangar 16M, the residential parcel to the east of Service Shed 16U, and the boundary area of the employment parcel to the south east of Hangar 16S.

#### Reason

To ensure that high standards of urban design and comprehensively planned development to accord with policies CS1 and CS26 of the adopted South Gloucestershire Local Plan: Core Strategy.

6. No reserved matters shall be submitted until there has been submitted to and approved in writing by the Local Planning Authority a Design Code for each geographical phase. The Design Code shall include detailed codings for:

- Street types and materials including footpaths
- Block types and principles
- Treatment of public realm (including open space, play areas, allotments and areas of hard landscaping)
- Architectural and sustainable construction principles
- SUDs design principles
- Principles for permeable paving within car parks
- Car parking principles
- Electricity sub- station location principles
- Electric vehicle charging point principles
- Residential amenity safeguards
- Noise mitigation for any residential properties affected by the railway line
- Details of code testing prior to finalization
- Proposals for monitoring and review of each phase
- Waste management, recycling and community composting principles in accordance with the Council's adopted Waste SPD

Any subsequent applications for revisions to the approved Design Code/s shall be subject to the approval of the Local Planning Authority.

#### Reason

To ensure that high standards of urban design and comprehensively planned development to accord with policies CS1 and CS26 of the adopted South Gloucestershire Local Plan: Core Strategy.

#### Compliance with Masterplan and Design and Access Statement

7. Applications for the approval of the reserved matters shall be in accordance with the approved parameter plans and principles and parameters described and illustrated in the Filton Airfield Design and Access Statement (October 2014), and its Addendum (May 2015) with the approved Detailed Masterplan and design code for the geographical phase as shown in the approved phasing plan to which the reserved matters application relates, unless otherwise agreed in writing by the local planning

authority. A statement shall be submitted with each reserved matters application, which demonstrates that the application proposals are in compliance with the Design and Access Statements and with the relevant detailed master plan and design code, or (where relevant) explaining why they do not.

#### Reason

To ensure that high standards of urban design and comprehensively planned development to accord with policies CS1 and CS26 of the adopted South Gloucestershire Local Plan: Core Strategy.

#### Affordable Housing

8. Prior to the submission of any reserved matters applications and at the same time as submission of the detailed masterplan for the geographic phase, a site wide affordable housing plan and an accompanying schedule for the relevant geographical phase of development shall be submitted to and approved in writing by the local planning authority. For each development parcel, the plan and the accompanying schedule shall show:
- the number of affordable dwellings to be provided;
  - the mix of dwellings (in terms of the number of bedrooms and the proportion of houses and flats, broken down between social rented affordable housing units and intermediate units in that parcel.)

Development shall thereafter be carried out in accordance with the site wide affordable housing plan, accompanying schedule and reserved matters approvals, unless otherwise agreed in writing by the local planning authority.

#### Reason

To ensure that the distribution of affordable houses assists the creation of an inclusive mixed community in accordance with Policy CS 18 of the adopted South Gloucestershire Local Plan: Core Strategy.

#### Sustainable Construction

9. Applications for approval of reserved matters within each geographical phase identified in the approved phasing plan submitted pursuant to condition 4 above shall not be submitted until an Energy Statement has been submitted to and approved by the Local Planning Authority. The Energy Statement shall be submitted to the Local Planning Authority at the same time as the Detailed Masterplan required by condition 5 and shall be updated for each phase to take account of the emerging CPNN District Heating Feasibility Study. It shall also commit to requiring developers to build to Building Regulations at the time of construction commencement of that phase. The Energy Statement shall comply with the requirements of the Utilities and Renewable Energy chapter within the adopted Cribbs/Patchway New Neighbourhood Development Framework SPD.

Applications for approval of reserved matters within the phase that the Energy Statement relates, shall be carried out in accordance with the approved Energy Statement.

#### Reason

To achieve improved energy conservation and protect environmental resources in accordance Policies CS1 and CS26 of the adopted South Gloucestershire Local Plan: Core Strategy and the Cribbs/Patchway New Neighbourhood Development Framework SPD.

#### Landscape Details

10. Each reserved matters application shall include full details of both hard and soft landscaping works and these works shall be carried out as approved. Such details shall accord with the principles of the approved Landscape Parameter Plan, Design and Access Statement (and Addendum), and Detailed Masterplan. Tree planting shall accord with the principles of the Illustrative Tree Planting Strategy – (DrwgnoS 09-012/D Richards Partnership). These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines, manholes); retained historic landscape features and proposals for restoration where relevant. Soft landscape works shall include: planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and an implementation programme. Detailed planting plans, detailing size, type and specification, mixes and quantities of all proposed planting. We will be looking for woodland block planting with larger specimens throughout, to provide instant impact/quick establishment, using native species where possible of local provenance. Where appropriate, construction details of ground retention/acoustic bund along the railway boundary, boundary and surfacing treatments; construction details of all SUDS elements and maintenance proposals.

#### Reason

To protect and enhance the character and appearance of the area and the amenities of future occupiers in accordance with policies CS1 and CS26 of the adopted South Gloucestershire Local Plan: Core Strategy.

11. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out within the first planting season prior to occupation of the final dwelling on land to which the reserved matter relates or in accordance with the programme agreed in writing with the Local Planning Authority.

#### Reason

To protect and enhance the character and appearance of the area and the amenities of future occupiers in accordance with policies CS1 and CS26 of the adopted South Gloucestershire Local Plan: Core Strategy.

12. With reference to retained trees The plans and particulars submitted in accordance with condition 1 and 10 shall include:

a) a plan showing the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level exceeding 75mm, showing which trees are to be retained and the crown spread of each retained tree;

b) details of the species, diameter (measured in accordance with paragraph (a) above) and the approximate height, and an assessment of the general of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) below apply;

c) details of any proposed tree works to any retained tree or of any tree on land adjacent to the site;

d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation within the RPA (root protection area) as defined in BS5837 2005 of any retained tree or of any tree on land adjacent to the site; and

e) details of the specification and position of fencing and of any other measures to be taken for the protection of any retained tree from damage before or during the course of development.

f) details of street trees shall include specification of root protection measures, and details of street tree management to encourage high level growth and maintain a clear zone directly above sewers.

All fencing to be in accordance with BS5837 2012 'Trees in Relation to Construction' and retained and maintained for the duration of the construction period.

#### Reason

To protect and enhance the character and appearance of the area and the amenities of future occupiers in accordance with policies CS1 and CS26 of the adopted South Gloucestershire Local Plan: Core Strategy.

13. The plans and particulars for each Reserved Matters to be submitted in accordance with Condition 1 shall include a schedule of landscape maintenance for a minimum period of 5 years. The schedule shall include details of individual plot ownership, areas of amenity space and the arrangements for its implementation. Development shall be carried out in accordance with the approved scheme.

#### Reason

To protect and enhance the character and appearance of the area and the amenities of future occupiers in accordance with South Gloucestershire Local Plan Policy L1 and to accord with policies CS1 and CS26 of the adopted South Gloucestershire Local Plan: Core Strategy.

14. The submission of any reserved matters pursuant to condition 1 above adjacent to the Henbury Trym Corridor shall include detailed sections of the Henbury Trym Corridor and its associated public open space. Only such details as approved by the Local Planning Authority shall be implemented.

#### Reason



In the interests of nature conservation and landscape character, in accordance with Policies L1 and L9 of the South Gloucestershire Local Plan

15. Prior to the commencement of the development of any phases, including groundworks, clearance or remediation works, plans indicating the location of tree protection measures shall be submitted to and approved in writing by the LPA. Such details shall be in accordance with the tree protection measures to safeguard the retained trees within the Arboricultural method statement hereby approved (by Barrell dated 1.9.14) sets out how the development will not adversely affect the trees to be retained. All such details as approved shall be fully implemented in advance of any works on site and retained in situ as approved for the duration of works.

Reason

To protect and enhance the character and appearance of the area and the amenities of future occupiers in accordance with policies CS1 and CS26 of the adopted South Gloucestershire Local Plan: Core Strategy.

Limit on Retail Development

16. The Retail Supermarket hereby approved shall not exceed 2,787 sq m gross.

Reason

To ensure that the development is designed to serve the community of the proposed application site and not impact adversely on the vitality and viability of existing local centres, and to accord with Policy CS25 and CS26 of the adopted South Gloucestershire Local Plan: Core Strategy.

Refuse Collection

17. The particulars submitted as part of condition 1 for the relevant reserved matters shall include details of a refuse collection strategy including routing details, bin stores and refuse collection points. The details so approved shall be implemented prior to the first occupation of any or each individual dwelling to which the refuse collection strategy and maintained as such thereafter.

Reason:

To ensure there is appropriate refuse storage and in accordance with Policy CS26 of the adopted Core Strategy

Archaeology

18. Prior to the commencement of any groundworks, including clearance or remediation and prior to the submission of any reserved matters, a programme of archaeological work and subsequent detailed mitigation and publication strategy, including a timetable for the mitigation strategy (phase 1), must be submitted to and approved by the local planning authority. Thereafter the approved programme of mitigated measures (phases 2, 3) and method of publication (phase 4) shall be implemented in all respects. The condition requires a four phase approach, comprising field evaluation and production of mitigation and publication strategy (phase 1), open area

excavation where necessary (phase 2), watching brief (phase 3) and publication/archiving (phase 4).

#### Reason

In the interest of archaeological investigation or recording, and to accord with Policy L11 of the South Gloucestershire Local Plan and policies CS9 and CS26 of the adopted South Gloucestershire Local Plan: Core Strategy.

#### Construction Waste Management Audit/ Cut and Fill scheme

19. Prior to the commencement of any works, including remediation, on any phase, a Waste Management Audit and cut and fill details for that phase shall be submitted to and approved by the Local Planning Authority in writing. Details to be submitted shall comprise:
- i. The volume and nature of the waste which will be generated through the demolition and/or excavation process;
  - ii. The volume of that waste which will be utilised within the site in establishing pre-construction levels, landscaping features, noise attenuation mounds etc;
  - iii. Proposals for recycling/recovering materials of value from the waste not used in schemes identified in (b), including as appropriate proposals for the production of secondary aggregates on the site using mobile screen plant;
  - iv. The volume of additional fill material which may be required to achieve, for example, permitted ground contours or the surcharging of land prior to construction; and
  - v. The probable destination of that waste which needs to be removed from the site and the steps that have been taken to identify a productive use for it in order to reduce the amount of waste sent to landfill.
  - vi. Detailed plans and sections at 1:500 of existing and proposed finished ground levels.

Development shall be carried out in accordance with the agreed details.

#### Reason

To control the production of waste and to ensure satisfactory finished ground levels, in accordance with policies CS9 and CS26 of the adopted South Gloucestershire Local Plan: Core Strategy and policy L1 of the adopted South Gloucestershire Local Plan.

#### Ecology and Protected Species

20. No development (including any site clearance or demolition works) shall commence until a Tree Protection Plan is submitted and the location of the tree protection fencing agreed in writing by the Local Planning Authority. For the avoidance of doubt, the Tree Protection Plan shall accord with BS5837 (2012). Thereafter the development shall be implemented in accordance with the agreed details, with all tree protection fencing erected PRIOR to any site clearance works. The Council must be notified when all the tree protection and cellular confinement is in place, to allow this to be checked on site and ensure that it is in accordance with the tree protection plan and 'no dig'

construction method statements. The applicant's arboricultural consultant should oversee these works. All tree protection must be left in place for the duration of the development and should not be moved without written authorisation by the Local Planning Authority.

**Reason**

To protect the character, appearance and bio-diversity of the area and the amenities of future occupiers in accordance with Policies L1, and L9 of the South Gloucestershire Local Plan and Policy CS9 of the South Gloucestershire Local Plan: Core Strategy, (adopted Dec 2013).

21. Prior to commencement of the development hereby approved (including remediation, clearance or ground works), a suitable mitigation strategy for slow-worms shall be drawn up and agreed in writing with the Council. The strategy shall include details of proposed receptor site(s), any further surveys and the methodology of translocation and any slowworm mitigation measures required within individual and future phases of development within the red line application area shall accord with this overall strategy. All works are to be carried out in accordance with said strategy.

**Reason**

To protect the wildlife and the ecological interests of the site, in accordance with Policy L9 of the South Gloucestershire Local Plan (adopted January 2006) and Policy CS9 of the South Gloucestershire Local Plan: Core Strategy, (adopted Dec 2013).

22. Prior to the commencement of development, a mitigation strategy for hedgehogs shall be submitted to and agreed by the Council in writing. All works shall be carried out in accordance with said strategy.

*Reason:*

To protect the wildlife and the ecological interests of the site, in accordance with Policy L9 of the South Gloucestershire Local Plan (adopted January 2006) and Policy CS9 of the South Gloucestershire Local Plan: Core Strategy, (adopted Dec 2013).

23. All development (including clearance or ground works) affecting great crested newt habitat (European Protected Species) must accord with the mitigation strategy for great crested newts included within Chapter 11 Natural Heritage of the Environmental Statement dated October 2014 by Terence O'Rourke hereby approved. All works are to be carried out in accordance with said strategy.

**Reason:**

To protect the wildlife and the ecological interests of the site, in accordance with Policy L9 of the South Gloucestershire Local Plan (adopted January 2006) and Policy CS9 of the South Gloucestershire Local Plan: Core Strategy, (adopted Dec 2013).

24. No development shall take place ( including clearance of vegetation) until there has been submitted and approved in writing by the Local Planning Authority measures in respect of:

- (i) The identification, through an updated site survey, of badgers, and/or their setts, as required by the badger Act 1992.
- (ii) The protection of badgers, and/or their setts as identified through the site survey, and a badger mitigation strategy for EGE as a whole.

Reason

To protect the wildlife and ecological interests of the site, in accordance with Policy L9 of the adopted South Gloucestershire Local Plan, and Policy CS9 of the adopted South Gloucestershire Local Plan: Core Strategy, (adopted Dec 2013).

25. Prior to the commencement of development, a strategic Landscape and Ecological Management Plan shall be drawn up and agreed with the Council in writing. This plan shall accord with the Outline Structure for the LEMP dated May 2015. The plan shall accord with the approved masterplan and shall include an overall site plan which delineates the areas of different landscape and ecological management regimes described in the document. It shall include details of the existing habitat to be safeguarded (trees, scrub, pond or hedges); and any new habitat to be created, including 0.45ha of semi- improved grassland at Charlton Park, and other species rich grassland, hedges, scrub etc. It should also consider the routing of the paths through the Trym corridor open space, taking into account the need to maintain the integrity of the Great Crested Newt ponds as well as the public right of way network. It should also include a programme of monitoring of all works for a period of 5 years. All works shall be carried out in accordance with the approved plan.

Reason

To protect and manage any retained hedgerows, new semi natural habitat and Henbury Trym corridor, in accordance with Policy L9 of the adopted South Gloucestershire Local Plan, and Policy CS9 of the South Gloucestershire Local Plan: Core Strategy, (adopted Dec 2013).

26. Prior to the commencement of development, a scheme for the provision of new nesting boxes for barn owl and kestrel, to include their type and location, shall be submitted and approved by the Local Planning Authority in writing. All works are to be carried out in accordance with said scheme.

Reason:

To protect the wildlife and ecological interests of the site, in accordance with Policy L9 of the adopted South Gloucestershire Local Plan, and Policy CS9 of the South Gloucestershire Local Plan: Core Strategy, (adopted Dec 2013).

Sustainable drainage and prevention of pollution

27. No development shall take place on land to which reserved matters relate until the detailed drainage design, in accordance with the principles of the Flood Risk Assessment (FRA) (by PBA Version 7 for each phase or parcel of land, incorporating sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, have been submitted to and approved by the LPA. The scheme shall subsequently be implemented in accordance with the approved details before the parcel is completed. Sufficient attenuation storage shall

be provided for each phase of development and this should be clearly demonstrated in an updated FRA / masterplan which show discharge rates and SuDS control measures for each parcel. Attenuation ponds and SuDS components shall be in place and operational before the completion of development in each separate phase.

Should the site layout change the FRA / masterplan will need to be updated also.

Each reserved matters application will need to demonstrate a suitable drainage scheme in accordance with the approved FRA. The following details shall be submitted in order to discharge this condition:

- A clearly labelled drainage layout plan showing the pipe networks and any attenuation ponds, soakaways and drainage storage tanks. This plan should show any pipe node numbers referred to in the drainage calculations and the invert and cover levels of manholes.
- A manhole schedule.
- Model runs to demonstrate that the critical storm duration is being used.
- Confirmation of the agreed discharge rate referring to the FRA / masterplan, with any flow control devices indicated on the plan with the rate of discharge stated.
- Calculations showing the volume of attenuation provided, demonstrating how the system operates during a 1 in 100 critical duration storm event. If overland flooding occurs, a plan should also be submitted detailing the location of overland flow paths and the likely depths of flooding. A 30% allowance for climate change should be incorporated into the scheme in accordance with Table 5 of the Technical Guidance to the National Planning Policy Framework.
- Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.

Reason:

To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system, in accordance with Policy CS9 and CS26 of the South Gloucestershire Local Plan: Core Strategy, (adopted Dec 2013).

28. The reserved matters for layout submitted pursuant to condition 1 shall include cross sections of any proposed culverts and/or SUDs features, swales or attenuation ponds, including finished floor levels of any adjacent housing areas and roads.

Reason

To ensure a satisfactory means of drainage is provided, and in the interests of visual amenity and to accord with policies CS9 and CS26 of the South Gloucestershire Local Plan: Core Strategy, (adopted Dec 2013).

29. The development shall not be commenced until a foul water drainage strategy is submitted and approved in writing by the local Planning Authority in consultation with the sewerage undertaker;

- a drainage scheme shall include appropriate arrangements for the points of connection and the capacity improvements required to serve the proposed development phasing
- the drainage scheme shall be completed in accordance with the approved details and to a timetable agreed with the local planning authority.

Reason: To ensure that proper provision is made for foul water disposal in the interests of public health and ensure that development proposals do not increase the risk of sewer flooding to downstream property and to accord with policies CS9 and CS26 of the South Gloucestershire Local Plan: Core Strategy, (adopted Dec 2013).

30. Prior to submission of any reserved matters application matters application within each phase, the following must be submitted to and approved by the Local Planning Authority:

- A summary of the findings of the ground investigation in relation to that phase and interpretation of the findings in relation to the proposed end use(s) (eg residential with gardens/commercial/school/public open space).
- Proposals for remediation of each phase (where this is necessary to mitigate against unacceptable risks to the development) which should accord with the broad terms of the BAE Contaminated Land Risk Assessment; Remediation Options Appraisal Report, and Remediation Implementation Plan, (September 2014).
- Should the proposed end use of a phase be revised to a more sensitive end use, then the findings of the ground investigation shall be re-assessed in line with that more sensitive end use.

#### *Post Completion*

- Post completion of each phase a verification report shall be submitted to demonstrate that any necessary remediation has been implemented satisfactorily. The verification shall accord with the agreed proposals in the BAE Remediation Options Appraisal Report, and Remediation Implementation Plan, (September 2014).
- If unexpected contamination is found after the development is begun, work shall immediately cease upon the part of the site affected. The Local Planning Authority must be informed immediately in writing. An additional investigation and risk assessment should be undertaken and where necessary an additional remediation scheme prepared. The findings and report should be submitted to and agreed in writing to the Local Planning Authority prior to works recommencing. Thereafter the works shall be implemented in accordance with any further mitigation measures so agreed.

Reason: In the interest of public safety as a potential result of land contamination and to accord with policies CS9 and CS26 of the adopted South Gloucestershire Local Plan: Core Strategy (December 2013) .

#### Construction

31. Prior to the commencement of works, a site specific Construction Environmental Management Plan (CEMP) based on the submitted Framework CEMP (PBA Oct 2014) shall be submitted to an approved in writing by the LPA , (who will consult with Highways England) prior to commencement of work. The CEMP will be regularly reviewed during the construction phase with the contractor's nominated point of contact. The CEMP as approved by the Council shall be fully complied with at all times. The CEMP shall address the following matters:

- (i) Procedures for maintaining good public relations including complaint management and public consultation
- (ii) Mitigation measures as defined in the British Standard – BS 5228: Parts 1 and 2 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance.
- (iii) The use of a 'Considerate Contractors' or similar regime for the site induction of the workforce highlighting pollution prevention and awareness.
- (iv) Measures to control the tracking of mud off-site from vehicles.
- (v) Adequate provision of fuel oil storage, landing, delivery and use, and how any spillage can be dealt with and contained.
- (vi) General principles outlined the Ecology Chapter of the Environmental Statement by Terence O'Rourke dated October 2014.
- (vii) Minimising of temporary noise impacts during the construction phase as set out in the Noise chapter in the Environmental Statement by Terence O'Rourke dated October 2014.
- (viii) Adequate provision for the delivery and storage of materials.
- (ix) Adequate provision for contractor parking.
- (x) A lorry routing schedule.
- (xi) Measures to control dust from the demolition and construction works approved
- (xii) A scheme to encourage the use of public transport amongst contractors
- (xiii) Construction operating hours
- (xiv) Expected numbers of construction vehicles per day
  - External Routeing Dilapidation Survey and frequency of subsequent surveys
  - Delivery Hours
  - Access management
  - Construction phasing
  - Neighbourhood coordination
  - Indemnity
  - Consultation Protocols with Highways England and South Gloucestershire CouncilAll works are to be carried out in accordance with said plan as approved.

Prior to commencement of works of each individual development parcel, a site specific Construction Environmental Management Plan shall be submitted and approved in writing by the LPA and shall include details of:

- Construction access details
- On-site materials, accommodation and vehicle storage

- Vehicle Routing from the agreed External Construction Route
- Vehicle Routing Dilapidation Survey
- Delivery vehicle size and frequency
- Location and form of Wheel Washing
- All other matters as required by the Framework Environmental Management Plan.  
All works are to be carried out in accordance with said plan as approved.

Reason: In the interests of residential amenity and to accord with Policy CS9 of the adopted South Gloucestershire Local Plan: Core Strategy, and L9 of the of the adopted South Gloucestershire Local Plan.

#### Hours of Working

32. The hours of working on site during the period of construction shall be restricted to 7.30am-6pm Mondays to Fridays; and 8am-1.00pm on Saturdays and no working shall take place on Sundays or Public Holidays. The term 'working' shall, for the purpose of clarification of this condition include: the use of any plant or machinery (mechanical or other), the carrying out of any maintenance/cleaning work on any plant or machinery deliveries to the site and the movement of vehicles within the site. Any 'working' outside these hours shall have the prior written consent of the Local Planning Authority.

#### Reason

To minimise disturbance to neighbouring occupiers and in accordance with Policy CS9 of the South Gloucestershire Local Plan: Core Strategy.

33. The particulars submitted as part of condition 1 for the relevant reserved matters shall include details of a refuse collection strategy including routing details, bin stores and refuse collection points. The details so approved shall be implemented prior to the first occupation of any or each individual dwelling to which the refuse collection strategy and maintained as such thereafter.

#### Reason:

To ensure there is appropriate refuse storage and in accordance with Policy CS26 of the adopted Core Strategy

#### Access

34. The (*dwelling number to be the subject of Committee update*) dwelling occupation shall not occur until the San Andreas roundabout improvement works to provide a public transport only link has been completed in all respects in accordance with drawing number 32124/100/002 and constructed to South Gloucestershire's Adoption standards to the satisfaction of the Local Planning Authority.

Reason: To ensure that a satisfactory public transport link is provided to serve the development, including secondary school, in the interests of prioritising sustainable modes of transport in the interests of Core Strategy Policy CS8.

35. No more (*dwelling number to be the subject of Committee update*) occupied dwellings shall be served from a single access point onto the existing Highway Network.



Reason: To ensure sufficient access onto a Highway Maintainable at public expense is provided in the interests of Highway Safety

#### Safer Routes to School

36. The particulars submitted as part of condition 1 for the relevant reserved matters and which shall be in accordance with the approved master plan, shall include the following:
- Details of all 'Safer Routes to School' serving on-site and off-site education facilities;
  - Details of walking and cycling routes and how these link with the wider external network.
- The details so approved shall be implemented prior to the first occupation of the first residential dwelling of each individual reserved matters consent.

Reason:

To encourage means of transport other than the private car and to accord with policy T12 of the South Gloucestershire Local Plan (adopted) January 2006 and with policies CS8 and CS26 of the adopted South Gloucestershire Local Plan: Core Strategy (December 2013) .

#### Way-finding Strategy

37. Prior to first occupation of each geographic phase, a Way-finding strategy to include full signage proposals shall be submitted to and agreed with the Local Planning Authority. The way finding strategy shall consider the following:
- HGV routing
  - Access to the Concorde Museum
  - Access to Employment Areas
  - Access to development Parcels with confirmation of residential area and street names
  - Directional signing to Metrobus Stops
  - Cycle Trunk Route signage
  - Cycle Route signage
  - Pedestrian and recreational route signage
  - Strategic routing signage to:
    - Bristol City Centre
    - Motorway Junctions

Reason: To maximise appropriate routes to avoid unnecessary route choice and to maximise sustainable transport modes in compliance with Core Strategy Policy CS8 and in the interests of highway safety.

#### Bus Stop locations and Specification

38. The bus stops illustrated on the approved Access Parameter plan shall be provided to the satisfaction of the Local Planning Authority, with those serving Metrobus presented in full Metrobus livery and attaining Metrobus Stop specification, the Metrobus stop grade to be agreed with the LPA prior to installation. All shelter designs to be agreed with and approved by the local planning authority and

implemented to a timetable to be agreed with the LPA. Additional stops shall be provided where walking distances to planned dwellings exceed 400m.

Reason: To ensure sufficient Public Transport infrastructure is provided to accommodate Public Transport Modal Share and modal shift in compliance with Core Strategy Policy CS8.

#### Bus Stops and Occupancy

#### 39 *Condition to be the subject of a committee update*

Reason: To ensure sufficient Public Transport infrastructure is provided to accommodate Public Transport Modal Share and modal shift in compliance with Core Strategy Policy CS8.

#### School/Community Infrastructure links

#### 40. Prior to their first use, all community and education facilities to be linked to highway maintainable at public expense and surrounding dwellings by appropriate vehicle and sustainable transport infrastructure.

Reason: To ensure that promotion and provision of sustainable modes of transport are maximised in compliance with Core Strategy Policy CS8 and that suitable vehicle access is provided in the interests of highway safety.

#### Employment

#### 41. The whole of the 24ha to be safeguarded for 10 years from commencement for the following activities:

- Aerospace design, research and manufacture
- Defence
- Advanced manufacturing
- Emerging materials technologies
- Information technology, maximising the potential of superfast broadband
- Micro electronics research and design
- Innovation hub allied to aerospace

In addition to the core business activities detailed above the safeguarded area could also support:

- Supply chain businesses supporting the core business activities
  - Financial and business services sector
  - Data services
  - Sustainable and Low Carbon energy research, development and manufacturing
  - Environmental Technology
  - Other specific proposals outside these use classes that would support the above restricted uses and existing aerospace cluster would be considered on their merits.
- Review mechanism to be possible after 5 years from commencement if no R/Ms granted for employment within the above parameters.

Reason:

In order to facilitate and safeguard the continued investment and focus of the area as a centre of excellence for the aerospace and advance engineering sectors, in accordance with Policy CS26 of the South Gloucestershire Local Plan: Core Strategy, (adopted Dec 2013), and the CPNN SPD.

#### 42. Heritage

Prior to the commencement of any demolition works to the following buildings/structures subject to this application: Control Tower; Lubricant Store; Underground Structure near Gun Butts; Gun Butts; Compass Testing Circle; Air Raid Shelters; Sunken Pill Box/Structures on southern boundary (originally identified as possible Battlefield Headquarters; a programme of recording of the interior and exterior of all the relevant historic buildings shall be submitted to and approved by the Local Planning Authority, together with evidence of the structures having been offered to the Bristol Aviation Concorde Trust to be moved at their expense. The programme of recording shall accord with the guidance for recording historic buildings set out within the Historic England publication entitled 'Understanding Historic Buildings: A Guide to Good Recording Practices (2006)'. The approved programme shall then be implemented in all respects and the completed building record shall be submitted to the Local Planning Authority for written approval.

Reason: In the interests of ensuring the appearance, scale, form, materials and overall aesthetic and architectural contribution of the historic buildings is recorded for future generations and to enable any redevelopment proposals to be read in historic context. All in accordance with policies L11 and L12 of the SGLP (Adopted 2006), policy CS9 of the South Gloucestershire Local Plan Core Strategy (Adopted 2013) and the provisions of the National Planning Policy Framework (March 2012).

Informatives:

Bats, breeding birds,

