Policy Title:

LP13 - Land at former Filton Airfield - Brabazon

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Partially replaces CS26 Cribbs/Patchway New Neighbourhood**
Non-Strategic / Strategic	**Non-Strategic**

Purpose

The purpose of this policy is to guide development at the former Filton Airfield, now known as Brabazon. This is a very significant brownfield development site which, if its potential is realised and supported by appropriate infrastructure investment, will transform the area and play a major role in the West of England Mayoral Combined Authority Growth Plan and 'West Innovation Arc'.

The site was allocated in the South Gloucestershire Core Strategy (2013) as part of the wider Cribbs Patchway New Neighbourhood (CPNN) (Policy CS26). CS26 allocated land for a major mixed-use development on 480 hectares of land at Cribbs Causeway, Patchway and Filton, with 5,700 dwellings, 50ha of employment land, together with supporting infrastructure, services and facilities. Much of CPNN has been subject to separate planning applications and consents and is already developed or under construction. These will continue to be managed through saved policy CS26 until fully delivered. This policy concerns the former Filton Airfield and will replace CS26 for that part of the CPNN.

Planning permission was obtained in 2018 for mixed use development on the former airfield based on the Patchway Development Framework (2014). This consent was partly delivered but has been superseded by a higher density scheme and planning applications. This is in response to and supports a proposed arena adjoining the site but within the Bristol City council area. A resolution to grant outline permission was given in February 2024 for 6,500 homes, student and extra care accommodation, new schools and nurseries, restaurants, hotels, 270,000 sqm of offices, 55,000 sqm industrial, 25,000 sqm town centre uses, community buildings, health and sports provision. The masterplan also provides for adequate access to the planned 17,000 seat arena which is accessed through the airfield. During the Plan period is it likely that the aspiration for a further increase in the density of

development, beyond that envisaged in the current planning applications, will also be explored.

As it develops, Brabazon will need to continue to mitigate the impacts of development and play its part in integrating with neighbouring communities.

This allocation meets national guidance to make effective use of land and make best possible use of brownfield land within the plan area.

Policy wording

1. **In the period up to 2040 and beyond, Brabazon will be further developed as a high density, urban, mixed-use community with transport infrastructure and services and facilities on site to support the higher densities.**
2. **In particular, the Council will support development proposals that provide for:**
    a. **A minimum of 6,500 dwellings up to and beyond 2040, including affordable housing and specialist accommodation for students and older people. The number of homes which are deliverable within the plan period will be reviewed and updated annually and set within the Council's Housing Trajectory; and**
    b. **Potential for further residential and employment capacity dependent on significant transport infrastructure improvements; and**
    c. **The committed infrastructure secured by the CPNN Infrastructure Delivery Plan (IDP) will support and fully mitigate residential development up to 3,675 dwellings; and**
    d. **Residential development beyond 3,675 dwellings will come forward as a series of further key phases and will be dependent on monitoring, assessment of infrastructure impacts and delivery of any additional supporting infrastructure required; and**
    e. **Higher density development with a mixture of houses and apartments, including taller buildings and mixed-use commercial developments; and**
    f. **Schools and nurseries, community buildings, health facilities public open space and sports facilities to support the quantity and type of residential and employment development; and**
    g. **A new railway station, metrobus route, active travel measures and key links to support 3,675 homes based on existing transport schemes secured in the CPNN Infrastructure Delivery Plan (IDP). Further phases of development will need to be based on modal shift by significantly improving the capacity and frequency of public transport including new modes and rail network infrastructure as well as encouraging and enabling active travel. Strategic road infrastructure improvements may also be required; and**
    h. **Delivery of high-quality public realm and public open space, a new destination park and surface water drainage network. Due to the unique density and nature of development involved at Brabazon, proposals will need to demonstrate high quality multifunctional open spaces, robust management and maintenance provision, an appropriate long-term stewardship vehicle and compliance with Natural England's Urban Greening Factor standards; and**
    i. **A series of local centres and a local centre with variety of uses located adjacent to the new arena of up to 25,000 sqm; and**
    j. **Employment development including 6.5 ha of industrial uses and significant further E use employment within mixed use areas.**

Supporting text

Housing

1. Delivery of new homes is dependent on a number of factors including the provision of supporting infrastructure. The number of homes which we can demonstrate to be deliverable within the plan period will be presented in the Council's Housing Trajectory and updated annually.
2. Due to the scale and location of the Brabazon development and the aspiration to achieve higher density urban environment it will be possible to accommodate taller buildings than would be acceptable elsewhere in South Gloucestershire.

Public Realm and Open Space

3. As a uniquely high-density development within South Gloucestershire, the adopted policies and requirement for public open space set out in saved policy CS24 are unlikely to be met. However, this policy does require green infrastructure and high-quality open space and places meeting needs for all categories of open space with enhanced utility in response to high numbers of users.
4. Significant new areas of public realm and open space created should be age friendly, resilient to a changing climate and allow for 24 hour access where on key public routes.
5. Development proposals should seek to deliver the aims of the Natural England Green Infrastructure Framework including the use of Urban Greening Factor and/or Building with Nature to demonstrate robust GI provision.
6. A long-term stewardship vehicle is required to ensure open spaces will be adequately funded and avoid maintenance costs being disproportionately passed onto residents

Employment

7. This is area has potential to play a key part in the region's growth plan and the Western Innovation Arc. 6.5 Ha of land is safeguarded for industrial uses under Policy LPS7 - Safeguarded Employment Areas as well as a substantial element of office and commercial uses within mixed-use, high-density development. There is a need to strictly control and monitor the level of commercial floorspace delivered within mixed use areas to ensure that it is the desired quantum and type to meet economic needs.

Additions	
Key evidence	
Other relevant policies to cross-reference?	Policy LPS7 - Safeguarded Employment Areas Saved policy CS 26 - Cribbs Patchway New Neighbourhood