

# North Field Patchway Supplementary Environmental Information

08/2007



  
**BOVIS  
HOMES**

**BAE SYSTEMS**

Terence O'Rourke

**NORTH FIELD, FILTON**  
**Planning Application PT03/3143/0**

**ENVIRONMENTAL STATEMENT**  
**SUPPLEMENTARY ENVIRONMENTAL INFORMATION**

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## 1 INTRODUCTION

- 1.1 A package of supplementary environmental information relating to changes to the Filton North Field master plan was submitted to South Gloucestershire Council in February 2006. Since that time, planning application PT03/3142/O was refused and the subsequent appeal dismissed. As a result of the Inspector's Report and Secretary of State's decision, the master plan for bringing forward North Field has undergone further examination and review. This document contains additional supplementary information relating to this process to support further amendments to the duplicate planning application for the site (PT03/3143/O), which has not yet been determined. It amends the 2003 environmental statement (ES) and the 2006 Environmental Statement Master Plan Changes report, and should be read alongside these documents.
- 1.2 As was the case in 2006, the fundamental principles behind the proposed development have not altered, but some elements of the layout and proposals have changed. As a consequence, the six key plans contained in chapter 3 of the ES and the 2006 supplementary report have again been updated. These plans set the parameters of the development proposals for the purposes of the environmental impact assessment (EIA).
- 1.3 The plans that have been amended are:
- figure 3.1a land use plan, which shows the various land use components of the development, identifying the general land use arrangement
  - figure 3.1b building heights plan, which shows intended restrictions over building heights, relating to the site's topography, airfield restrictions and urban design objectives
  - figure 3.1c density plan, which links to the building heights strategy and shows how the density of development would vary throughout the site
  - figure 3.1d strategic landscape and open space plan, showing strategic planting and tree retention
  - figure 3.1e access and movement plan, showing the principal arrangement of vehicle, public transport, cycle and pedestrian links within the site
  - figure 3.1f phasing plan, which shows the general phases in which the development is expected to be implemented.
- 1.4 These plans have been amended to reflect the following key changes to the development proposals:
- allowing for revised link road alignment to connect the western end to the San Andreas roundabout option, which is the option preferred by South Gloucestershire Council
  - revised public transport arrangements within the site boundary and alterations to primary access routes into the site to reduce segregation of routes as recommended by the Inspector's Report

- inclusion of areas of mixed employment / residential use to accommodate approximately 25% of the proposed employment floorspace
  - extension of the local centre
  - amended open space and planting
  - alterations to the pedestrian / cycle routes, with more shown overall.
- 1.5 Despite these changes, the overall development rationale and key principles for North Field remains as set out in paragraph 3.16 of the ES.
- 1.6 As stated in the 2006 supplementary report, the site boundary for the EIA was based on the land to be developed by Bovis Homes. The revised master plans show the application boundary inclusive of the highway works. Regardless of the specific location of the boundary, the EIA was comprehensive and covered the potential effects arising from all aspects of the proposals, including all highway works.
- 1.7 The ES plans show the broad principles of the development layout used by the specialist consultants during the impact assessment to determine the potentially significant environmental effects of the proposals. The remainder of this report reviews the chapters of the ES and its technical appendices in the light of the changes to the plans.

## **2 ES REVIEW**

### **Chapter 1 - Background**

- 2.1 Due to the provision of mixed use areas and changes to the access strategy, the second and third bullet points in paragraph 1.2 are replaced with the following text:
- up to 66,000 m<sup>2</sup> employment use, including B1, B2 and B8 uses (as defined by the Town & Country Planning (Use Classes) Order 1995), 11,500 m<sup>2</sup> of which will be in mixed use areas and 5,000 m<sup>2</sup> in the local centre
  - a link road between the A38 and Highwood Road at the San Andreas roundabout

### **Chapter 2 – The site**

- 2.2 There are no changes to this chapter.

### **Chapter 3 – Proposals**

- 2.3 Several sections of chapter 3 have been revised in line with the changes to the master plan. The second and third bullet points in paragraph 3.3 of the ES are replaced with the following text:

- up to 66,000 m<sup>2</sup> employment use, including B1, B2 and B8 uses (as defined by the Town & Country Planning (Use Classes) Order 1995), 11,500 m<sup>2</sup> of which will be in mixed use areas and 5,000 m<sup>2</sup> in the local centre
  - a link road between the A38 and Highwood Road at the San Andreas roundabout
- 2.4 As stated in paragraph 1.3 above, figures 3.1a to 3.1f have been replaced with new plans. The new figures can be found at the end of this document.
- 2.5 The second sentence in paragraph 3.20 is amended to include reference to higher density development along primary routes. Paragraph 3.21 and the introduction to the 2006 supplementary report are updated to state that the master plan allocates a maximum net area for residential development of 38.87 ha. Paragraph 3.23 and the introduction to the 2006 report are updated with new densities of 40 to 70 dwellings per hectare.
- 2.6 The car parking standard for the employment land set out in paragraph 3.32 is revised to one space per 40 m<sup>2</sup>. A new paragraph is inserted after paragraph 3.32 to describe the mixed use employment / residential areas as follows.
- 2.7 Six blocks of mixed use / employment are proposed; two to the south of the local centre, two adjacent to the link road and two off the junction with Highwood Road and Coniston Road. These will provide a total of 11,500 m<sup>2</sup> of employment floorspace and create a sustainable mix of uses in these areas, as recommended in the Inspector's Report. All three areas are on primary accesses into the site and will be highly accessible by public transport.
- 2.8 Paragraph 3.34 of the ES is updated to state that the area provided for the extension to Patchway Centre would be a maximum of 1.25 ha. The area allocated for the primary school and associated playing fields in paragraph 3.35 is updated to 2 ha.
- 2.9 The first sentence of paragraph 3.50 is revised to read as follows: the master plan provides in the region of 8.11 ha of major public open space and strategic landscape, excluding Filton Wood SSSI, together with incidental open space accommodating children's play areas.
- 2.10 Paragraph 3.54 of the ES, which refers to the link road alignment, is deleted. Paragraph 3.55 is replaced with the following paragraph.
- 2.11 The alignment of the link road between the A38 and the San Andreas roundabout with Highwood Road, as shown on figure 3.1a, has been agreed with South Gloucestershire Council.
- 2.12 The second sentence in paragraph 3.58 of the ES is revised to read as follows: the western end of the proposed link road will join Highwood Road at the San Andreas roundabout.

- 2.13 The first sentence of paragraph 3.63 is revised to state that the master plan and internal road network have been designed to accommodate dedicated bus links in order to facilitate a high frequency, quality service through the development area.
- 2.14 The phasing programme set out under paragraph 3.66 of the ES is replaced with the following text:

*Phase 1*

- 750 houses / associated open space
- commencement of the Link Road at the A38 junction and San Andreas roundabout
- an element of mixed use provision
- an element of employment provision
- commencement of Patchway Centre extension
- primary school first block

*Phase 2*

- 750-1,000 houses / associated open space
- an element of mixed use provision
- an element of employment provision
- closure and remodelling of Highwood Road, completion of bus corridor
- primary school second block
- continuation of Patchway Centre improvements and community provision

*Phase 3*

- 450-700 houses / associated open space
- completion of Patchway Centre

- 2.15 The first sentence of paragraph 3.72 is amended to state that access to the construction compounds will initially be gained from the A38 junction and from the Highwood Road roundabout (San Andreas).

**Chapter 4 – Policy context**

- 2.16 There are no changes to this chapter; individual policy updates are made to topic chapters as necessary.

**Chapter 5 - Alternatives**

- 2.17 The first sentence of paragraph 5.6 is revised to state that the proposed link road will join the A38 to the San Andreas roundabout on Highwood Road. Paragraph 5.9 is replaced with the following paragraph.
- 2.18 The original alignment chosen for the road in 2003 was to link onto Highwood Road at the Standing Stone junction. It was designed to ensure that the connection could be accomplished without third party land requirements. However, South Gloucestershire Council's preferred option was to connect to the San Andreas roundabout to provide a more direct route and facilitate better

separation of buses from other traffic. This option was supported by the Inspector and the master plan revisions therefore include the link to the San Andreas roundabout. If the third party land is not made available by the time it is needed, both parties accept it will be appropriate to revert to the alternative option of linking to the Standing Stone roundabout.

- 2.19 The third sentence of paragraph 5.10 is amended to state that the link road passes north of Filton Wood SNCI and continues westward through the proposed employment zone to link onto Highwood Road at the San Andreas roundabout. The final sentence of this paragraph is deleted.

### **Chapter 6 – Environmental issues and methodology**

- 2.20 There are no changes to this chapter.

### **Chapter 7 – Air quality**

- 2.21 The proposed amendments to the master plan will have no effect on the conclusions of the air quality assessment. No additional issues have been raised by the revisions.

### **Chapter 8 – Noise**

- 2.22 Paragraph 8.63 of the ES is revised to state that access to the site for construction traffic may be either via the A38 junction or the Highwood Road junction of the proposed link road at the San Andreas roundabout. The proposed amendments to the master plan will have no effect on the conclusions of the noise assessment as updated in February 2006.

### **Chapter 9 – Traffic and transport**

- 2.23 The following three paragraphs on regional planning policy are added after paragraph 9.4.

#### *Regional Transport policy*

- 2.24 At a regional and sub-regional level the Regional Spatial Strategy (RSS) Implementation Plan provides the framework for the co-ordinated and prioritised implementation of policies and principles of the Draft RSS. The Implementation Plan sets out the funding, with priorities for transport improvements over the next 20 years, taken from the Greater Bristol Strategic Transport Study (GBSTS) Strategy.

- 2.25 In terms of the Bristol sub-region, the Implementation Plan includes eight Major Schemes that have been approved and form Regional Funding Allocation (RFA) priorities for funding through to 2016. In relation to the proposals for Filton North Field, these relate primarily to strategic public transport improvements. The key Major Schemes are:

- Greater Bristol Bus Network (GBBN - proposed to be delivered by 2010)



- Bus Rapid Transit Hengrove to North Fringe (2016)
- Bus Rapid Transit Bath to Cribbs Causeway (2016)

- 2.26 The GBSTS has assessed the potential for rapid transit and has broadly indicated four cross-Bristol routes, building upon the GBBN route proposals, to serve many of the new residential and employment developments. The above Bus Rapid Transit routes are two of four key proposals that are currently being investigated to feasibility design status.
- 2.27 Paragraphs 9.5 to 9.8 on local transport policy are replaced with the following 13 paragraphs.

*Local Transport policy*

South Gloucestershire Local Plan, Adopted January 2006

- 2.28 The South Gloucestershire Local Plan (adopted January 2006) identifies, within Policy M1, proposals for 'Major Mixed Use Development Proposals at Northfield, Filton Aerodrome, Patchway'. It identifies a package of measures that are likely to be required, which include:
- a comprehensive network of safe and convenient footpaths and cycleways linking all the uses and destinations beyond the site
  - a high standard of bus penetration and significantly improved orbital services linking to major employment destinations, the regional shopping centre and other transport interchanges in the North Fringe and services to central Bristol
  - an alternative through-road to Highwood Road linking the Cribbs Causeway regional shopping centre with the A38 Gloucester Road.
- 2.29 To this end, developers will be expected to contribute towards the early provision of the comprehensive package of transportation measures set out in The North Fringe Development Major Scheme (Transport Measures).
- 2.30 The Plan states that prospective developers will be required to identify a comprehensive package of public transport improvements which will have the effect of reducing car dependency. The measures are likely to involve both capital and revenue funding involving:
- extending existing commercial express and stopping services serving Bristol city centre
  - supplementary high frequency stopping services between Cribbs Causeway and the North Fringe
  - possible access by heavy rail.
- 2.31 The Plan also requests that development must make provision for a high quality transport route (Policy T3) west to Cribbs Causeway that may involve safeguarding preferred routes and may, depending on the programme of the overall development, involve contributions to network infrastructure.
- 2.32 Measures that must also be taken to maximise the attractiveness and volume of trips made by walking and cycling modes include:

- incorporating the Council's existing strategies for walking and cycling in the overall development scheme for the area
- creating a network of new paths and cycle routes along desire lines
- making cyclists and pedestrians priority road users
- providing high quality supporting infrastructure.

2.33 In parallel with the above specific transport measures, the Local Plan also sets out the Transportation Development Control Policy for New Development (Policy T12), which states that:

*'New Development will be permitted provided that in terms of transportation the proposal:*

- *provides adequate safe, convenient, attractive and secure access and facilities for pedestrians, cyclists and people with disabilities; and*
- *provides safe access capable of accommodating the motorised traffic generated by the proposals; and*
- *would not create or unacceptably exacerbate traffic congestion, or have an unacceptable effect on road, pedestrian and cyclist safety; and*
- *would not generate traffic which would unacceptably affect residential amenity or other environmentally sensitive areas in terms of noise, vibration and air quality; and*
- *incorporates traffic management / calming measures where improved safety and environmental enhancement are required as a result of the development; and*
- *provides for or contributes to public transport and pedestrian and cycle links – the extent of provision or contribution will be determined by the need arising from the development and will be related in scale and kind to the development; and*
- *in commercial developments, provides for safe, secure and convenient on-site loading, unloading and waiting facilities; and*
- *provides for or does not obstruct existing emergency vehicle access.'*

2.34 The North Fringe Development Major Scheme (Transport Measures) outlines a set of improvements to be developed through a number of development schemes, including Filton North Field. A comprehensive package of transport measures are identified and include:

- UWE / MoD bus link
- Romney Ave bus link
- M32 Gyratory Phase 1
- Filton roundabout A38 Southmead arm widening
- Bromley Heath roundabout
- Filton roundabout A38 northbound bus lane
- A4174; M32 to Coldharbour Lane, including two HOV lanes
- Harry Stoke A4174 junction
- Coldharbour Lane and junction upgrade
- M32 Gyratory Phase 2 (including off ramps)
- Filton Avenue / A4174 upgrade

- New Road to Abbeywood roundabout bus gate and pedestrian upgrade
  - A4174 Abbeywood roundabout
  - Abbeywood roundabout to Coldharbour Lane pedestrian and bus and right turn lane
  - Hambrook junction
  - Rosary roundabout
  - Wick Wick and Westerleigh roundabout Transportation upgrade
  - A4174 Eastbound HOV lanes
  - Real Time Passenger Information (RTPI) on Quality Bus Corridors.
- 2.35 All of these proposed transport measures will assist the creation of a sustainable development at Filton North Field by offering not only choice but real advantages for travelling to / from the site by modes other than private car.

Final Joint Local Transport Plan, March 2006

- 2.36 Alongside the Local Plan for South Gloucestershire, the JTLTP for Greater Bristol sets out the transport strategy for the sub-region for the period 2006/07 to 2010/11. The JLTP's vision includes the strengthening of the local economy, improving accesses and links and ensuring that alternatives to the car are a realistic first choice for the majority of car trips.
- 2.37 Accessibility is a key policy within the JLTP and one of the key objectives aims to *'improve accessibility across the JLTP area by reducing congestion and improving public transport and facilities and the environment for walking and cycling.'*
- 2.38 As part of the JLTP, the councils of Bath and North East Somerset, Bristol City Council, North Somerset and South Gloucestershire Council, in partnership with First Group, have developed the GBBN Major Scheme. Improvements along ten key corridors have been identified for implementation by 2010. Four key inter-linking routes will specifically benefit the Filton North Field development:
- Corridor 1: M32 for express services connecting the city centre with towns such as Yate, Chipping Sodbury, new development around Emersons Green and Filton / Harry Stoke
  - Corridor 2: A4018 Bristol to Cribbs Causeway providing additional transport options for Filton North Field residents and employees to other residential districts north of central Bristol, Bristol University and Clifton
  - Corridor 3: Bristol to Cribbs Causeway via Parkway and North Fringe. This route serves a large number of significant employment areas and Bristol Parkway station as well as Cribbs Causeway and would therefore also serve Filton North Field
  - Corridor 7: A4174 (Avon Ring Road) serving the northern and eastern edge of Bristol. This orbital corridor will also serve the important employment and development sites around Emersons Green and Harry Stoke as well as links to the new development at Filton North Field.

2.39 The package of measures for the GBBN (Showcase Quality Bus Corridors) includes:

- more bus lanes and improvements to traffic junctions to give buses priority over other traffic
- ticketing improvements to speed up boarding and make buses easier to use
- Real Time Passenger Information on major bus stops with information available on the internet and potentially via mobile phones
- modern new low-floor buses with enhanced bus stops to allow easy access and new shelters
- higher standards of driver training and customer services
- enforcement of bus priority measures including new powers to use cameras to enforce bus lanes
- bus information made available in new formats to public and businesses, including mailing to households
- improvements for walking, cycling and road safety linked to these improvements.

2.40 Transport Innovation Fund (TIF) funding is also being used by the Greater Bristol councils to investigate the potential for introducing future demand management measures. The funding could potentially be directed towards a package of measures to provide additional resources for improvements in the highway network, public transport and walking and cycling in advance of any demand management scheme.

2.41 Paragraph 9.29, which refers to an assessment of the potential traffic effects of the phase 1 development, is deleted. Paragraph 9.49 is revised to refer only to 2011, which is the expected completion date of the project. Figure 9.5 is replaced with the following table.

Time	A38 adjacent to the North Field site		Highwood Road (west of Callicroft Road)	
	2001	2011	2001	2011
0:00	236	243	102	107
1:00	140	144	43	45
2:00	108	112	44	46
3:00	112	116	38	39
4:00	161	165	86	90
5:00	444	458	231	242
6:00	1174	1209	394	413
7:00	3804	3917	1320	1382
8:00	4521	4656	2064	2161
9:00	3435	3538	1633	1710
10:00	2310	2379	1632	1709
11:00	2197	2262	1833	1920
12:00	2599	2676	2249	2354

13:00	2790	2873	2308	2417
14:00	2578	2655	2026	2121
15:00	2876	2962	1985	2079
16:00	3857	3972	2409	2523
17:00	4093	4215	2839	2972
18:00	3300	3399	2482	2599
19:00	2098	2161	1939	2030
20:00	1359	1399	1387	1453
21:00	1027	1057	619	648
22:00	802	826	492	515
23:00	531	547	288	301

- 2.42 The second bullet point under paragraph 9.60, which refers to phase 1 development, is deleted and the third bullet point is revised to refer only to 2011. Paragraph 9.64 is revised to state that construction access for vehicles coming from the M5 corridor is likely to be from the Highwood Lane (San Andreas) junction.
- 2.43 Paragraphs 9.66 to 9.70 and figure 9.7, which show the results of an assessment of phase 1 development, are deleted. Figure 9.8 is replaced with the following table.

Hour	A38 North Field (just north of the new junction)			Highwood Road (west of the Callicroft Road junction)		
	proj b/l	With dev	% change	proj b/l	with dev	% change
0:00	243	259	6.91%	107	75	-30.14%
1:00	144	154	6.91%	45	18	-60.97%
2:00	112	119	6.91%	46	18	-61.94%
3:00	116	124	6.91%	39	37	-5.48%
4:00	165	177	6.91%	90	18	-80.48%
5:00	458	489	6.91%	242	92	-61.96%
6:00	1209	1292	6.91%	413	259	-37.28%
7:00	3917	4188	6.91%	1382	720	-47.92%
8:00	4656	4978	6.91%	2161	1106	-48.82%
9:00	3538	3782	6.91%	1710	590	-65.48%
10:00	2379	2543	6.91%	1709	516	-69.82%
11:00	2262	2418	6.91%	1920	535	-72.12%
12:00	2676	2861	6.91%	2354	627	-73.35%
13:00	2873	3071	6.91%	2417	627	-74.04%
14:00	2655	2838	6.91%	2121	608	-71.35%
15:00	2962	3167	6.91%	2079	812	-60.95%
16:00	3972	4246	6.91%	2523	847	-66.42%
17:00	4215	4506	6.91%	2972	1124	-62.20%
18:00	3399	3633	6.91%	2599	1051	-59.56%
19:00	2161	2310	6.91%	2030	922	-54.60%
20:00	1399	1496	6.91%	1453	737	-49.24%
21:00	1057	1130	6.91%	648	535	-17.40%

22:00	826	883	6.91%	515	331	-35.62%
23:00	547	585	6.91%	301	202	-32.99%

- 2.44 Paragraph 9.72 is deleted. The first sentence of paragraph 9.73 is deleted and the second sentence is revised to state that the development will lead to an average increase in flows, over and above the projected future baseline, of 6.9% in 2011.
- 2.45 The reference to 2005 in paragraph 9.76 and all of paragraph 9.77 are deleted. Paragraph 9.78 is revised to state that the proposals will lead to a reduction in average daytime traffic flows along Highwood Road of up to 80%. The range of potential change is revised to -5% to -80% and the average hourly change is revised to -61%. The significance of the effect is unchanged.
- 2.46 The reductions at the four junctions listed in paragraph 9.81 are revised to between 19% and 69%. The junction discussed in paragraph 9.82 is revised to the San Andreas roundabout and the predicted increase is revised to 78%. The reductions at the four junctions listed in paragraph 9.84 are revised to between 19% and 73%. The significance of all these effect is unchanged.
- 2.47 Paragraph 9.86 is revised to state that the peak hour traffic flow on the link road is predicted to be 2539 vehicles per hour in the AM and 3031 vehicles per hour in the PM. These are envisaged to be comparable with the flows that would exist on Highwood Road if the North Field development was not constructed. Paragraph 9.89 is revised to state that the degree of saturation will be 84%.
- 2.48 Paragraph 9.90 is replaced with the following paragraph.
- 2.49 At the western end of the link road at the San Andreas roundabout, an ARCADY assessment was carried out, again utilising the turning movements provided by the traffic model. The results of the assessment demonstrate that the proposed terminal junction of the new development link road would operate within capacity on all arms in the AM peak hour. Queuing is predicted in the PM peak westbound direction towards the San Andreas roundabout, but will be of a level in keeping with the local network and will not adversely affect other existing local junctions. A westbound free flow lane could be provided to improve capacity, but would have an impact on the provision and location of convenient and safe crossing points for pedestrians and cyclists.
- 2.50 Paragraph 9.91 and the fourth bullet point under paragraph 9.98 are revised to refer to the San Andreas roundabout. The seventh bullet point under paragraph 9.98 is revised to refer to employment and residential access from the development link road.
- 2.51 Figure 9.9 (vehicle access strategy) is updated to reflect the proposed changes to the link road alignment, public transport links and access arrangements, as shown on figure 3.1e. The last cell of figure 9.10 is revised to refer to the San Andreas roundabout in the AM peak.

## **Chapter 10 – Community effects**

- 2.52 The total number of dwellings proposed has not changed and the forecast increase in population and the housing types provided will remain as reported in the ES. The overall employment floorspace to be provided will remain at 66,000 m<sup>2</sup>, so there will be no changes to the employment assessment. The amendments to the plans will therefore not affect the conclusions of the community and social assessment and no additional issues have been raised by the revisions.

## **Chapter 11 – Contaminated land**

- 2.53 The proposed amendments to the master plan will have no effect on the conclusions of the contaminated land assessment. No additional issues have been raised by the revisions.

## **Chapter 12 – Cultural heritage**

- 2.54 There are no further updates to the 2003 ES text. The conclusion set out in the 2006 report that the proposed development will not significantly affect the setting of the listed buildings is not altered by the inclusion of an element mixed use development in the master plan. The proposed building heights and densities in the listed buildings' 'setting area' remain unchanged from the 2006 master plan.

## **Chapter 13 – Hydrology and water quality**

- 2.55 The proposed amendments to the master plan will have no effect on the conclusions of the hydrology and water quality assessment. No additional issues have been raised by the revisions.

## **Chapter 14 – Landscape**

- 2.56 Paragraph 14.88 of the ES refers to the preparation of South Gloucestershire Council's district-wide landscape assessment. This has now been adopted by the council as a Supplementary Planning Document. The site lies in character area 15: Patchway and Filton. The following text setting out the key characteristics of this area is added to this section:

- *'Largely built up area, bounded by motorways to the north west and north east, with railway lines and roads dividing the area. Road network and high traffic levels are prominent features.*
- *Zoning of development within the area comprises commercial, industrial and residential areas of various ages, styles, building materials and densities. Large scale business, industrial and retail development is often highly visible within and beyond the area, with a number of prominent buildings.*

- *Recent residential development occurs on fringes of older housing core and towards the M4 boundary, comprising uniform estates, with strategic landscape infrastructure*
- *Open space is diverse, including areas of Filton Airfield, railway junction, the courses of Patchway Brook and Stoke Brook, part of historic Stoke Park and remnant agricultural land. Smaller pockets of open space include playing fields, a golf course, allotments and common land.*
- *Areas of landscape change due to recent and proposed development, particularly at Bradley Stoke and Stoke Gifford, reducing the extent of open space within and adjacent to the urban edge.'*

2.57 The overall conclusions of the landscape and visual assessment are not affected by the changes to the master plan.

### **Chapter 15 – Land use**

2.58 The proposed amendments to the master plan will have no effect on the conclusions of the land use assessment. No additional issues have been raised by the revisions.

### **Chapter 16 – Natural heritage**

2.59 Since the submission of the February 2006 report, a Biodiversity Strategy has been prepared for the site and agreed with South Gloucestershire Council. This built on information set out in the ES and aimed to secure the long term future of valuable biodiversity features on site and identify further opportunities for biodiversity enhancements within the proposals.

2.60 The proposed amendments to the master plan will have no effect on the conclusions of the natural heritage assessment. No additional issues have been raised by the revisions.

### **Non-technical summary**

2.61 In accordance with the changes to the main ES, several paragraphs of the non-technical summary (NTS) are updated.

2.62 The second and third bullet points in paragraph NTS10 are replaced with the following text:

- up to 66,000 m<sup>2</sup> employment use, including B1, B2 and B8 uses (as defined by the Town & Country Planning (Use Classes) Order 1995), 11,500 m<sup>2</sup> of which will be in mixed use areas and 5,000 m<sup>2</sup> in the local centre
- a link road between the A38 and Highwood Road at the San Andreas roundabout

2.63 Figure NTS3 is replaced with the revised land use master plan set out in figure 3.1a. The following text is added to the end of the last sentence in paragraph



NTS12: and six blocks of mixed use / employment are proposed; two to the south of the local centre, two off the link road and two off the junction with Highwood Road and Coniston Road.

- 2.64 Proposed residential areas along the southern boundary within 85 m of the proposed link road are included in the list of areas that would require noise mitigation in paragraph NTS23, in line with the changes made to chapter 8 of the ES in 2006.
- 2.65 The references to 2005 are removed from paragraphs NTS27 and NTS28 and figure NTS 5 is revised to refer to the San Andreas roundabout, not the Highwood Road / Highwood Lane junction.
- 2.66 Paragraph NTS39 is updated to state that the General Service Shed 2 and 1913 Hangar to the south of the site were listed at Grade II in December 2005, in line with the changes made to the ES in 2006.
- 2.67 In line with the 2006 report, a new paragraph is inserted after paragraph NTS41 as follows.
- 2.68 Due to the location of the listed buildings, with a vast open area to the south and a partially wooded area to the north, the key views of the buildings are from the south. None of these will be obstructed or directly affected by the proposals. There are no buildings proposed within approximately 80 m of the listed buildings and significant views will not be obstructed. As a result, no significant effects are predicted.
- 2.69 The second and third sentences in paragraph NTS54 are replaced with the following text: the most significant ecological issues on site were addressed in 2005. The small slowworm population on site was captured and relocated to a suitable site. Artificial badger setts were constructed in Filton Wood and are being used by the resident badger social group. The proposed amendments to the master plan do not affect the conclusions of the natural heritage assessment.

### **Technical appendices**

- 2.70 The technical appendices that accompanied the ES have also been reviewed. The review of the Transport Assessment (technical appendix I) has been produced as a separate document. The amendments to the plans have raised no additional issues and have therefore had no effect on the conclusions of the following documents:
  - Technical Appendix A – Scoping
  - Technical Appendix B – Air quality
  - Technical Appendix D – Ground and groundwater
  - Technical Appendix F – Natural heritage
  - Technical Appendix H – Site drainage

*Technical appendix C – Cultural heritage*

- 2.71 There are no further changes to the 2003 report. The conclusion set out in the appendix to the 2006 report that the proposed development will not significantly affect the setting of the listed buildings is not altered by the inclusion of an element of mixed use development in Groups 2 and 3. The proposed building heights and densities in the listed buildings' 'setting area' remain unchanged from the 2006 master plan.

*Technical appendix E – Landscape*

**Section C**

- 2.72 The third bullet point in paragraph 2.2.1 is replaced with the following text:
- a new link road between the A38 and Highwood Road at the San Andreas roundabout
- 2.73 The references to densities in paragraph 2.2.2 are reworded to state that the net density of development will be in the order of 40-70 units per hectare and that the higher range of density is 60-70 units per hectare.
- 2.74 The following text is added to the end of paragraph 2.2.5: there are also six blocks of mixed use / employment development; two to the south of the local centre, two adjacent to the link road and two off the junction with Highwood Road and Coniston Road. The buildings in these areas will be up to 13.5 m to the eaves.
- 2.75 The second and third bullet points under paragraph 2.2.5 are replaced with the following text:
- B1 uses to the area north of Royal Mail Sorting Office
  - B1, B2 and B8 uses to south-west corner of site
- 2.76 Paragraph 2.2.6 is replaced with the following paragraph.
- 2.77 *Link Road:* The new southern site link road between the A38 and Highwood Road will bound the open southern boundary against the operational airfield to link onto Highwood Road at the San Andreas roundabout. This is a 40 mph (65 kph) lit road introducing one new roundabout adjacent to Filton Wood, together with a more complex junction onto the A38.
- 2.78 Paragraph 2.4.1 is revised to refer to 8.11 ha of major public open space and strategic landscape, excluding Filton Wood SNCI. Paragraph 2.4.7 is further revised from the changes made in 2006 to refer to one most prominent route that forms part of the bus link system and passes from the new link road northwards an on to the new local centre.

- 2.79 Paragraph 4.1.4 refers to the preparation of South Gloucestershire Council's district-wide landscape assessment and is updated with the same text as included in paragraph 2.56 above.
- 2.80 The last sentence of paragraph 4.5.1 is revised to state that the employment area adjacent to the Royal Mail Sorting Depot will comprise B1 uses.
- 2.81 Figure 30, site proposals, is the same as the land use plan within the ES (i.e. figure 3.1a) and has therefore been superseded by the revised land use plan.

*Technical appendix G - Noise*

- 2.82 The master plan in appendix B of technical appendix G is replaced with the new figure 3.1a land use plan. There are no other changes to this technical appendix and no effects on the conclusions of the document.

### **3 CONCLUSION**

- 3.1 As was the case in 2006, the new alterations to the master plan do not result in significant effects for the purposes of the EIA. Therefore, there are no changes to the overall findings of the EIA or conclusions drawn in the ES.

## **REVISED FIGURES**

**ES figure 3.1a: Land use**

**ES figure 3.1b: Building heights**

**ES figure 3.1c: Density**

**ES figure 3.1d: Strategic landscape and open space**

**ES figure 3.1e: Access and movement**

**ES figure 3.1f: Phasing**

**ES figure 9.9: Vehicle access strategy**

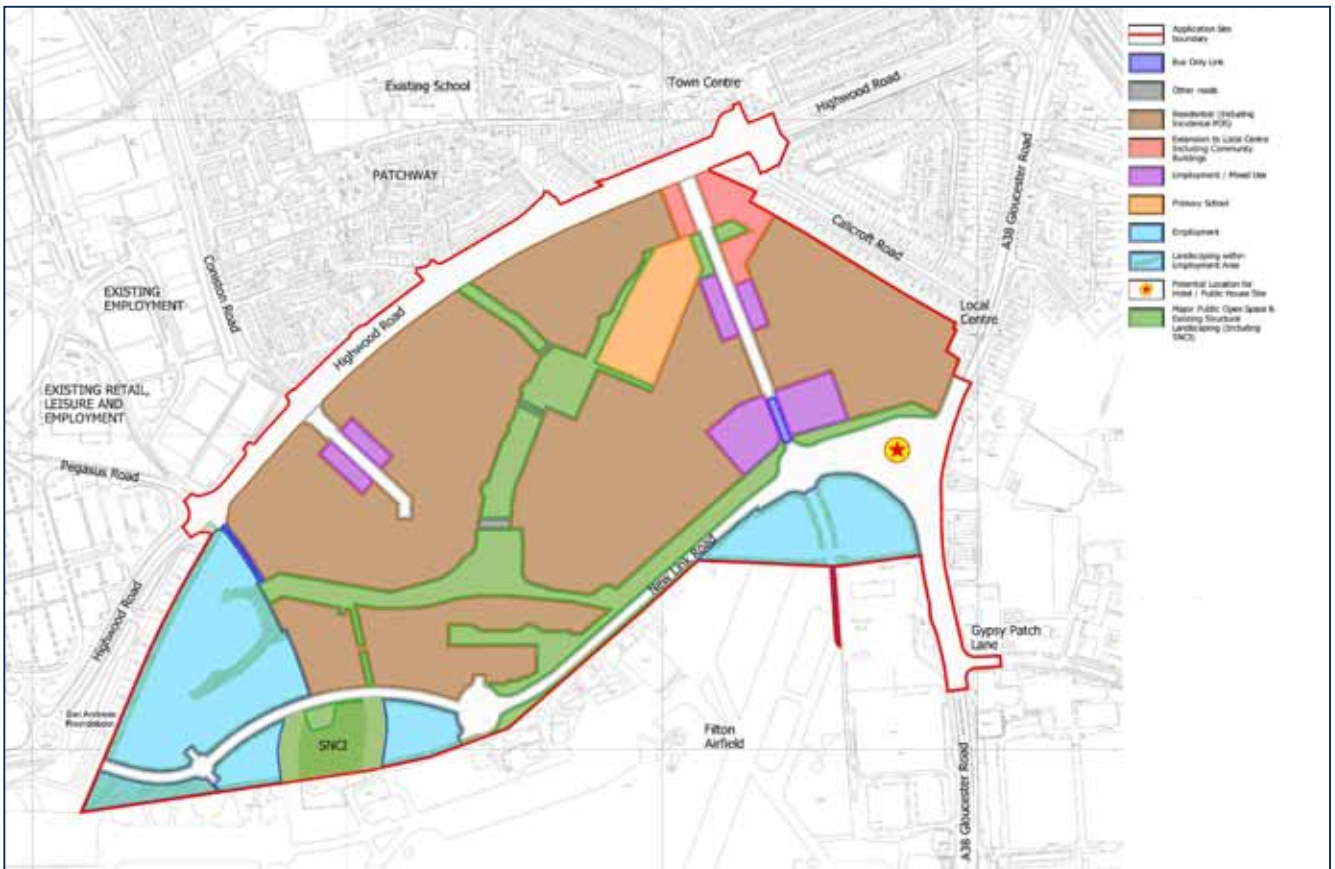


Figure 3.1a: Land use

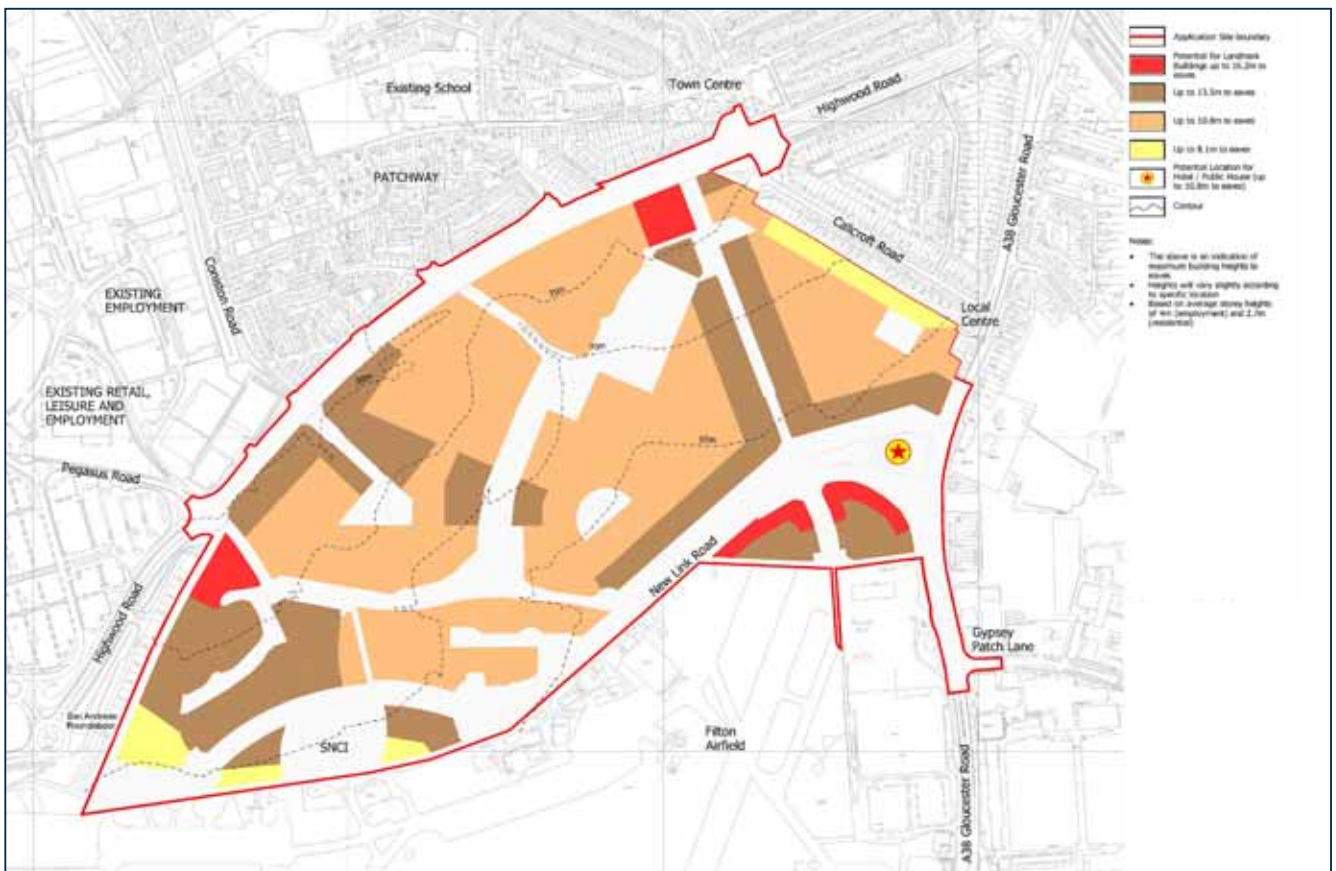


Figure 3.1b: Building heights





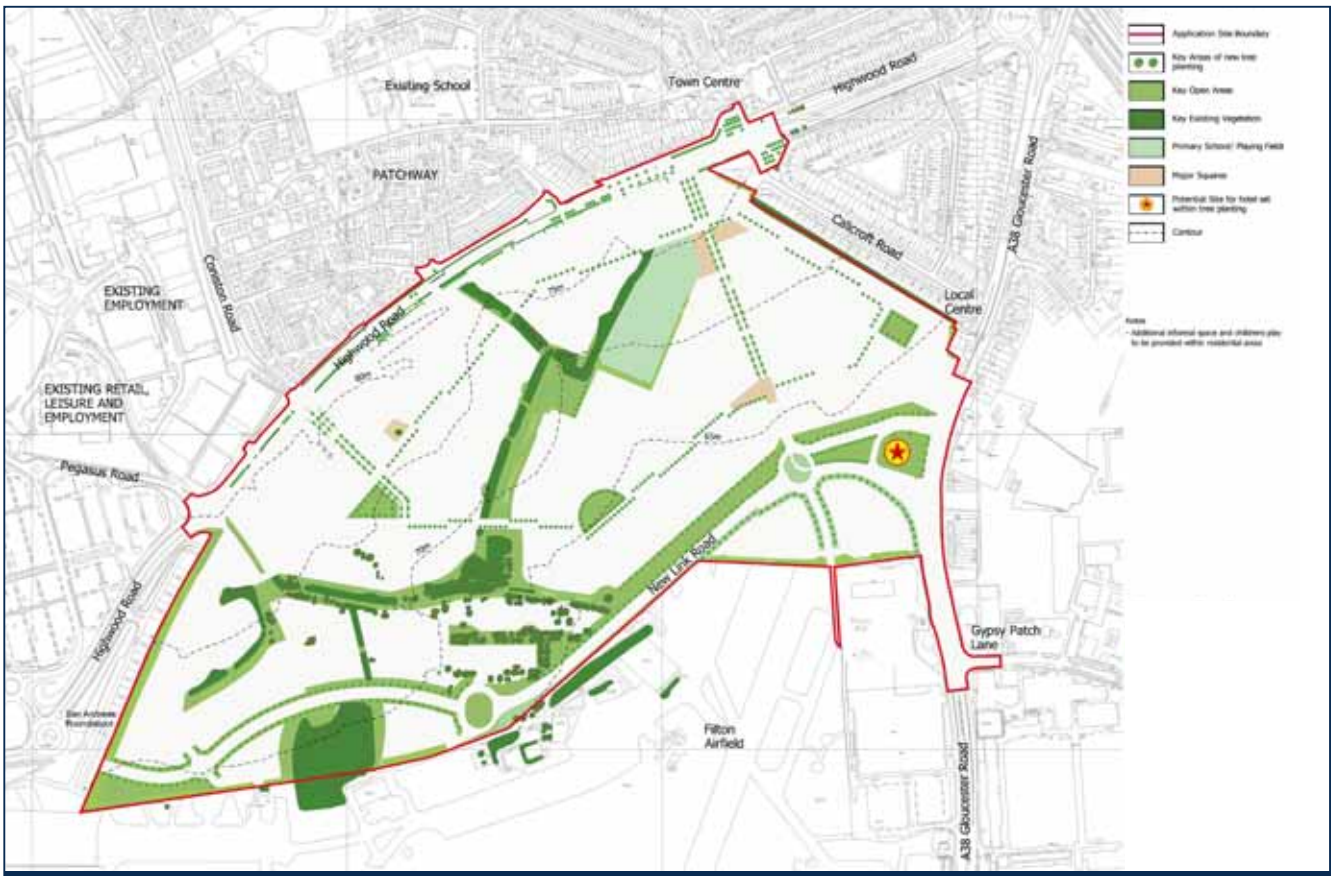


Figure 3.1d: Strategic landscape and open space



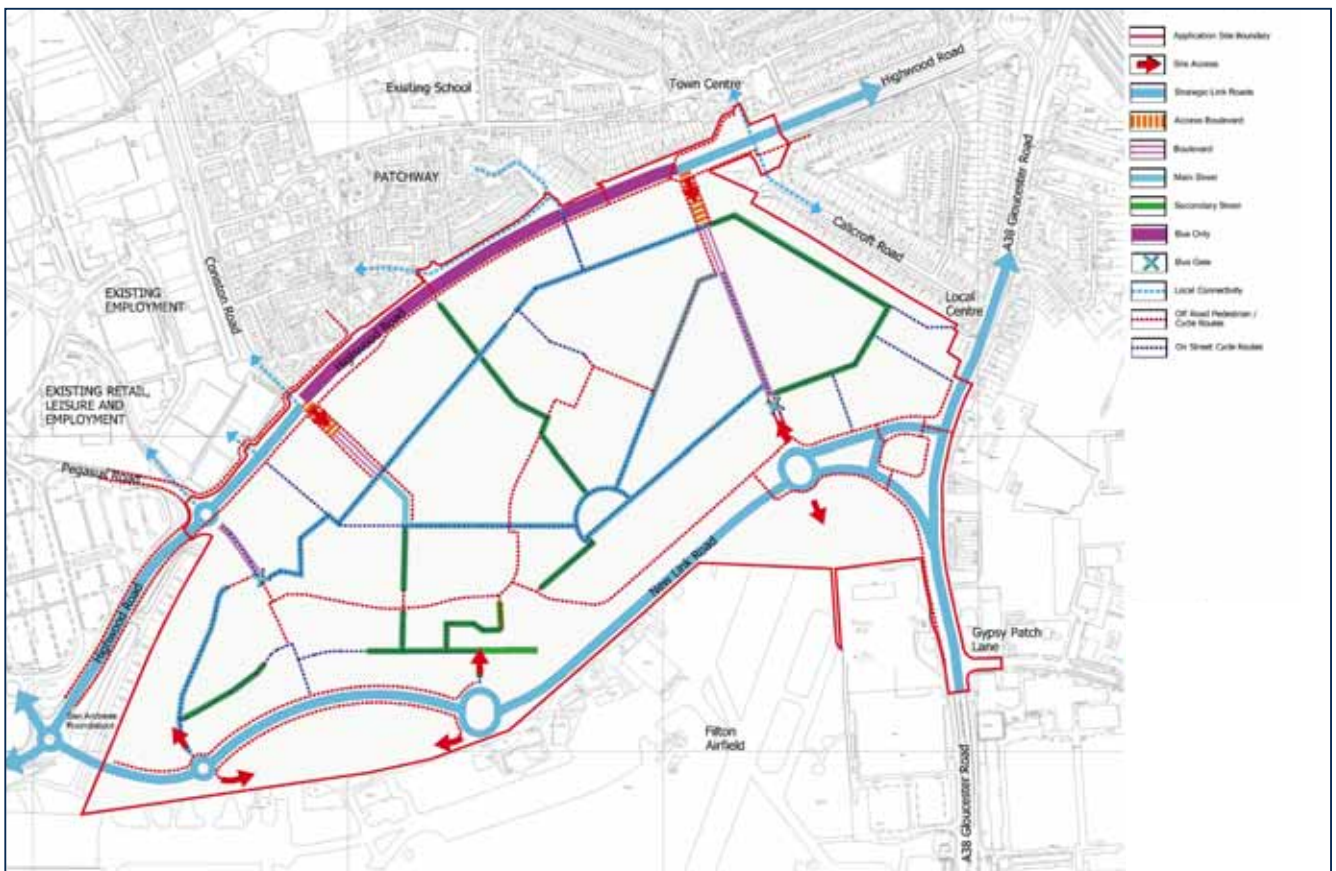


Figure 3.1e: Access and movement

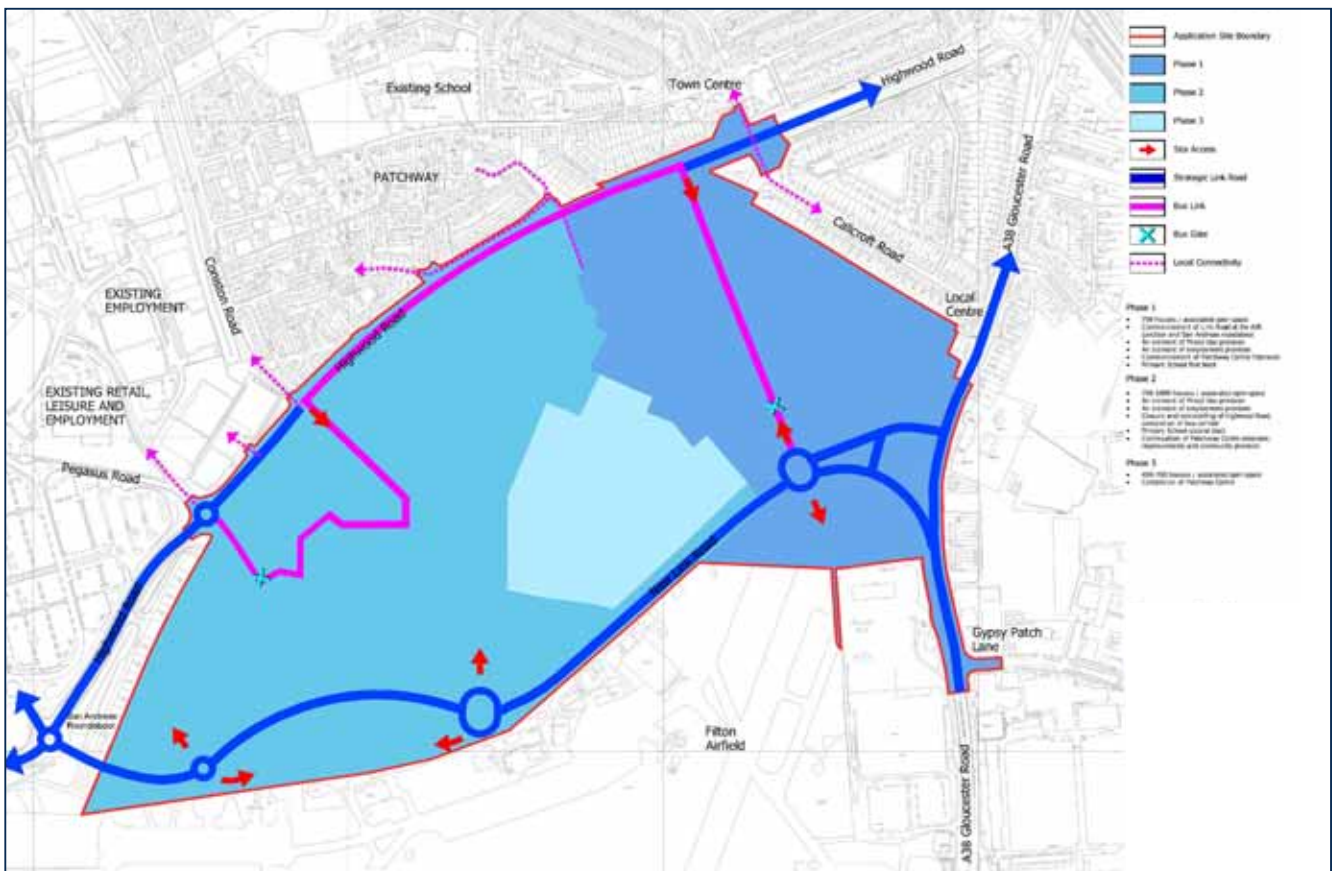


Figure 3.1f: Phasing

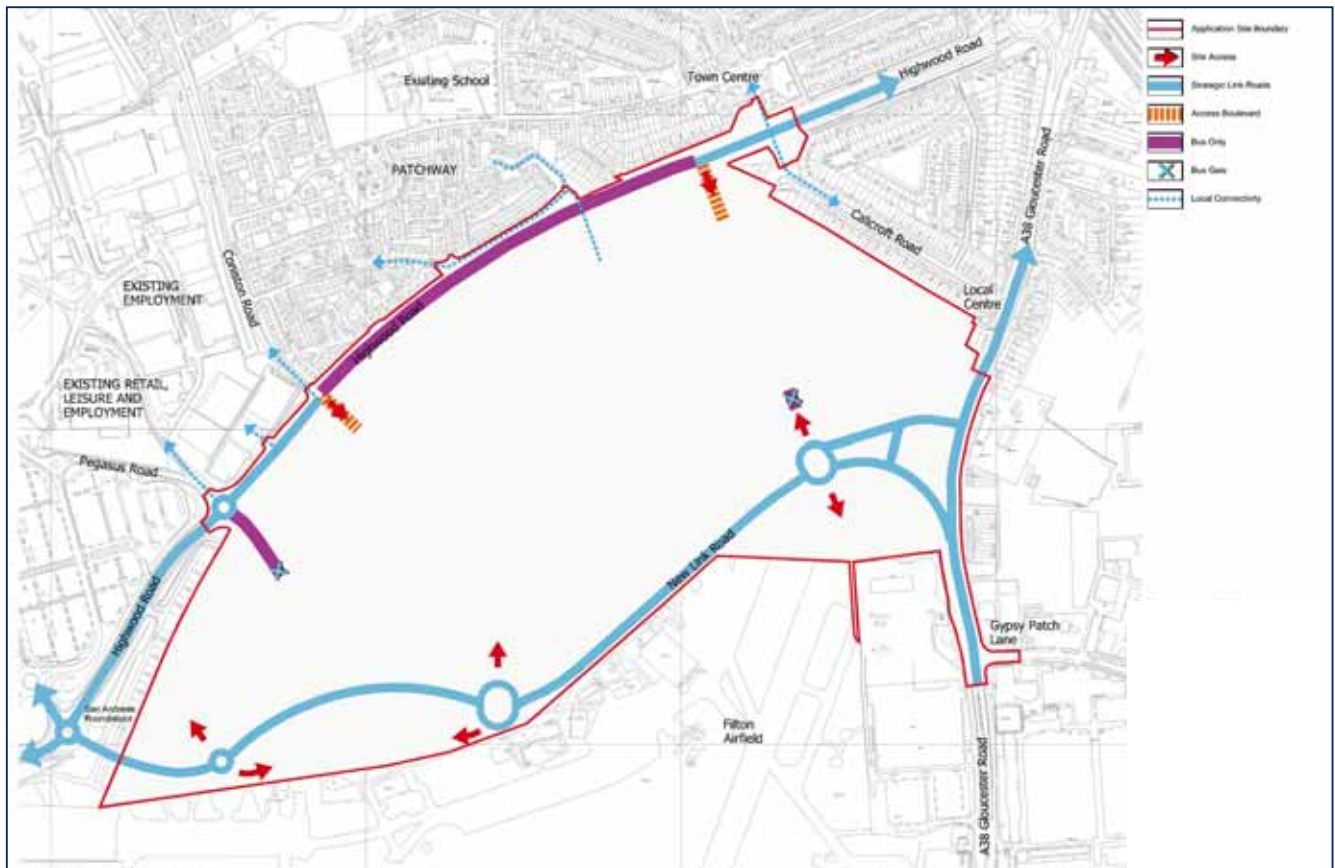


Figure 9.9: Vehicle access strategy