

## 11 Landscape, Townscape and Visual

### 11.1 Introduction

- 11.1.1 This chapter of the ES has been prepared by Stantec and provides a Landscape, Townscape and Visual Impact Assessment (LTVIA) of the likely significant effects of the Proposed Development on the landscape as an environmental resource in its own right and on people's views and visual amenity.
- 11.1.2 Stantec has a dedicated landscape team that specialises in undertaking landscape, townscape and visual impact assessments and appraisals for development schemes, including land development, regeneration, energy and infrastructure projects. The landscape team includes experienced staff, who have relevant academic and professional qualifications, including those who are a Chartered Member of the Landscape Institute (CMLI). In addition, Stantec is a Registered Practice of the Landscape Institute and a corporate member of IEMA. The LTVIA has been carried out by a Chartered Landscape Architect.
- 11.1.3 In accordance with Regulation 18(5) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, as amended, a statement outlining the relevant expertise and qualifications of competent experts appointed to prepare this ES is provided in **Appendix A.4**.
- 11.1.4 The description of the Proposed Development is set out at **Chapter 3 (Proposed Development)** of this ES.
- 11.1.5 A prior landscape and visual impact assessment (LVIA) was prepared in 2017 by Stantec (at that time known as PBA), as part of the 2017 ES Addendum that was submitted in support of the now extant planning consent. The chartered landscape architect that prepared the 2017 LVIA has also undertaken this 2022 LTVIA.

### Scope of Assessment

- 11.1.6 This LTVIA identifies and assesses the negative and positive effects and significance of change arising from the Proposed Development on the landscape as an environmental resource in its own right, and on people's views and visual amenity.
- 11.1.7 The Landscape Institute / IEMA 'Guidelines for Landscape and Visual Impact Assessment', (3rd Edition, 2013) notes in paragraph 1.17, page 9, in reference to the European Union Directive 2014/52/EU:
- "The Directive is clear that the emphasis is on the identification of likely significant environmental effects. This should embrace all types of effect and includes, for example, those that are positive/beneficial and negative/adverse, direct and indirect, and long and short term, as well as cumulative effects. Identifying significant effects stresses the need for an approach that is in proportion to the scale of the project that is being assessed and the nature of its likely effects. Judgement needs to be exercised at all stages in terms of the scale of investigation that is appropriate and proportional. This does not mean that effects should be ignored or their importance minimised but that the assessment should be tailored to the particular circumstances in each case."*
- 11.1.8 **Landscape** is defined by the European Landscape Convention, Article 1, 2006 as:
- "...an area perceived by people whose character is the result of the action and interaction of natural and/or human factors".*
- 11.1.9 **Townscape** is defined by the Landscape Institute in paragraph 1.2 of the Landscape Institute Technical Information Note 05/2017: Townscape Character Assessment, as:

*“...the landscape within the built-up area, including the buildings, the relationship between them, the different types of urban open spaces, including green spaces and the relationship between buildings and open spaces.”*

11.1.10 **Townscape** is also defined in Transport Analysis Guidance (WebTAG) Unit A3, chapter 7: Impacts on Townscape (Department for Transport, July 2021), paragraphs 7.1.1 and 7.1.2:

*“7.1.1 Townscape is the physical and social characteristics of the built and unbuilt urban environment and the way in which we perceive those characteristics. It is this mix of characteristics and perceptions that make up and contribute to townscape character and give a ‘sense of place’ or identity.*

*7.1.2 The physical characteristics of a townscape are expressed by the development form of buildings, structures, and spaces. The development form influences the pattern of uses, activity and movement in a place and the experience of those who visit, work and live there.”*

## 11.2 Policy Context, Legislation, Guidance and Standards

11.2.1 **Chapter 6 - Planning and Policy Context** sets out detail of legislation and policy context in relation to the Proposed Development. However, in summary, the following policies and guidance have been referred to and are pertinent in preparing this LVIA. **Figure 11.1 Landscape Planning Context, Appendix F.1** illustrates landscape planning designations which are relevant to the LVIA and applicable to the Site and surrounding area.

### National Planning Policy Framework (2021)

11.2.2 National planning policy is set out in the National Planning Policy Framework (2021) (NPPF). The purpose of the planning system is to help achieve sustainable development. There are three overarching objectives of the NPPF: economic, social (which includes health and wellbeing) and environmental. The environmental objective (**Paragraph 8c**) is:

*“...to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change...”*

11.2.3 Paragraphs of the NPPF which are of particular relevance to the Proposed Development and townscape and visual issues include the following:

- **Section 8: Promoting healthy and safe communities – Paragraph 92c**, which requires development to enable and support healthy lifestyles, including through the provision of green infrastructure and layouts which encourage walking and cycling.
- **Section 8: Promoting healthy and safe communities – Paragraph 98**, which notes that “Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change.”
- **Section 8: Promoting healthy and safe communities – Paragraph 100**, which requires protection and enhancement of Public Rights of Way (PROW) and access.
- **Section 11: Making effective use of land – Paragraph 119** which states planning decisions should “promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions...”
- **Section 11: Making effective use of land – Paragraph 120c** which notes that decisions should “give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs...”

- **Section 12: Achieving well-designed places – Paragraph 130** states that planning decisions should ensure developments: (a) *“will function well and add to the overall quality of the area...”*; (b) *“are visually attractive as a result of good architecture, layout and appropriate and effective landscaping”*; (c) *“are sympathetic to local character and history, including the surrounding built environment and landscape setting...”*; (d) *“establish or maintain a strong sense of place, using the arrangement of streets, spaces building types and materials to create attractive, welcoming and distinctive places to live, work and visit”*; (e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space)...*; and (f) *create places that are safe, inclusive and accessible which promote health and well-being...”*.
- **Section 12: Achieving well-designed places – Paragraph 131** which notes that *“Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible”*.
- **Section 12: Achieving well-designed places – Paragraph 132** which states *“Design quality should be considered throughout the evolution and assessment of individual proposals... Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot”*.
- **Section 12: Achieving well-designed places – Paragraph 134** refers the need for good design, stating, *“...Conversely, significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit with the overall form and layout of their surroundings”*.
- **Section 15: Conserving and enhancing the natural environment – Paragraph 174** which states planning decisions should *“contribute to and enhance the natural and local environment by (a) protecting and enhancing valued landscapes... (in a manner commensurate with their statutory status...); (b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodlands...”*

### National Design Guide (Adopted January 2021)

- 11.2.4 The National Design Guide, January 2021, supports the objectives for design that are set out in NPPF Chapter 12, and outlines and illustrates the Government's priorities for well-designed places. This is described through ten characteristics: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan.
- 11.2.5 How the Proposed Development responds to the principles set out in those ten characteristics is described in the separate Design & Access Statement.
- 11.2.6 The National Design Guide requires new development to incorporate green infrastructure including street trees.

## Local Planning Policy

- 11.2.7 Local landscape planning policies applicable to the Site and its context are set out in the South Gloucestershire Core Strategy, adopted December 2013; and the South Gloucestershire Local Plan, adopted January 2006 (saved policies). The proposed strategic and non-strategic policies of Phase 1 of the South Gloucestershire New Local Plan 2018-2036 are also acknowledged with regard to their association to the Site. The Cribbs/Patchway New Neighbourhood Development Framework Plan SPD was adopted in March 2014 and includes the former Filton Airfield. The SPD adds detail to policies in the Core Strategy and contributes to informing SGC's planning decisions.
- 11.2.8 Relevant landscape planning policies are summarised in the following paragraphs.

## South Gloucestershire Core Strategy, Adopted December 2013

- 11.2.9 Policy CS1: High Quality Design states that "*development will only be permitted where the highest possible standards of design and site planning are achieved*" and refers to the need for supporting information for an application to be proportionate to the scale, significance and impact of the proposed development. The policy requires development proposals to demonstrate a number of elements, including that:
- Density and overall layout is well integrated with existing adjacent development and connected to the wider access networks and transport links; and
  - Existing features of landscape, nature conservation, heritage or amenity value and public rights of way are retained, integrated and enhanced within the proposed development.
- 11.2.10 For schemes of a sufficient scale or significance, Policy CS1 also requires development proposals to explain how the proposed development contributes towards the vision and strategic objectives of the area, such as how it takes account of:
- Green infrastructure objectives;
  - South Gloucestershire Revised Landscape Character Assessment SPD (character assessment originally published in 2005; subsequently updated and adopted in November 2014); and
  - Other design guidance, management plans and/or Area Action Plans that may be adopted as Supplementary Planning Guidance (SPD).
- 11.2.11 Policy CS1 also seeks to assist in meeting climate change and health and well-being objectives, setting out a number of requirements for proposed developments, including the enhancement of existing or provision of new public realm to provide opportunities for social interaction, the prioritisation of biodiversity objectives and a net increase in tree cover.
- 11.2.12 Policy CS2: Green Infrastructure states that green infrastructure is to be planned, delivered and managed as an integral part of creating sustainable communities and enhancing quality of life. Relevant green infrastructure objectives listed in Policy CS2 include:
- Delivery of high quality multi-functional and connected open spaces;
  - Protecting, creating and improving recreational, play, access and local food cultivation opportunities;
  - Protecting and enhancing species and habitats, creating new habitats and linkages between them;

- Realising the potential of Green Infrastructure to mitigate and adapt to climate change; and
- Conserving and enhancing landscape character, historical, natural, built and cultural heritage features.

11.2.13 Policy CS2 also outlines the need for securing ongoing management and maintenance and creation of GI assets.

11.2.14 The Strategic Green Infrastructure Network (Figure 1 of the Core Strategy) illustrates GI (Green Infrastructure) assets which are identified as being important at a strategic scale.

11.2.15 Policy CS9: Managing the Environment and Heritage notes that the natural and historic environment is a finite resource. The policy sets out expectations of new development for the protection and management of South Gloucestershire's environment and resources, including conservation and enhancement of:

- Heritage assets, in a manner appropriate to their significance;
- The natural environment; and
- The character, quality, distinctiveness and amenity of the landscape.

11.2.16 Policy CS24: Green Infrastructure, Sport and Recreation Standards sets out the required provision and principles for green infrastructure, outdoor space, sport and recreation facilities. New development is required to comply with local standards of provision. Green infrastructure is also to be provided as an integral part of new employment areas.

11.2.17 Policy CS25: Communities of the North Fringe of Bristol Urban Area notes that development proposals will take account of the vision and partnership priorities for the communities of the North Fringe of Bristol urban area, including provision of high-quality public realm and spaces, provide new and enhanced existing wildlife and amenity routes (including along the Henbury Trym). In addition, development proposals are to accord with a series of key principles, including:

*"12: respect the character and identity of existing communities, while promoting the distinctiveness of the Bristol North Fringe as a whole;*

*13: where new neighbourhoods are located at key transit points into the North Bristol Fringe or can be seen from major arterial routes, high quality, distinctive, landmark architecture and landscaping will be achieved; and*

*14: promote high quality landscaping that assists in developing neighbourhood distinctiveness and increases the number of street trees, particularly along main highways."*

11.2.18 Policy CS26 Cribbs/Patchway New Neighbourhood states that,

*"A major mixed use development is planned on 480ha of land at Cribbs Causeway, Patchway and Filton, as defined in Figure 6 of the Core Strategy. Within the new neighbourhood through the preparation and adoption of a Supplementary Planning Document (SPD), provision will be made for approximately 5,700 dwellings in new mixed use communities, around 50 ha of employment land, and greater diversity of commercial uses including additional retail, together with supporting infrastructure and facilities. Development will be comprehensively planned and phased to ensure full integration between the different uses and provision of ancillary facilities and supporting infrastructure, both within and beyond the area. This area will be a major focus for redevelopment and regeneration..."*

11.2.19 Policy CS26 cross refers to Policy CS1: High Quality Design and requires development proposals to demonstrate that they are in accordance with the SPD, meeting the overall vision for the transformation of the overall area. The new neighbourhood is required to provide for “well planned and integrated Green Infrastructure, sport and recreation provision” in accordance with policies CS2 and CS24.

### **South Gloucestershire Policies Sites and Places Plan (Adopted November 2017 )**

11.2.20 Development Management policies of relevance include the following.

11.2.21 Policy PSP1 – Local Distinctiveness states that development proposals will “*be acceptable where the proposals demonstrate an understanding of, and respond constructively to the buildings and characteristics that make a particularly positive contribution to the distinctiveness of the area/ locality. Innovative architectural responses will be favourably considered, where this would result in a high quality design that would in itself contribute positively to the distinctiveness of a place.*”

11.2.22 Policy PSP2 – Landscape seeks development proposals to conserve and enhance the quality, amenity, distinctiveness and character of the landscape. The policy also requires high standards of landscape design and appropriate landscape management of landscape features which will ensure local distinctiveness be retained.

11.2.23 Policy PSP3 – Trees and Woodland requires development proposals to minimise the loss of important existing vegetation on site, including in terms of landscape value. The policy protects existing mature or ancient woodland and states that development proposals should include the protection of trees, additional tree planting and retain and integrate healthy mature trees.

11.2.24 Policy PSP17 – Heritage Assets and the Historic Environment states that “*Development proposals should serve to protect, and where appropriate, enhance or better reveal the significance of heritage assets and their settings. They should be conserved in a manner that is appropriate to their significance.*” Development which is in the setting of a listed building is expected to preserve and enhance elements which contribute to their special architectural or historic interest, including their settings. This policy is considered in further in the Heritage chapter of this ES.

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

11.2.25 Policy L1: seeks to conserve and enhance the character, distinctiveness, quality and amenity of the landscape. The policy states that new development will only be permitted where:

*“a. Those attributes of the landscape which make a significant contribution to the character of the landscape are conserved and where possible enhanced;*

*b. Those features in or of the landscape which make a significant contribution to the character or distinctiveness of the locality are retained, protected, and managed in a manner which ensure their long-term viability; and*

*c. The amenity of the landscape is conserved and where possible enhanced.”*

The explanatory notes for this policy include that the council “*will seek to negotiate the provision of works to restore, maintain and where possible enhance the landscape in a manner, which contributes to the character, quality, distinctiveness and amenity of the locality within which the development is located. In the context of a degraded landscape, or one where the character has been eroded, the council will expect the development to contribute to*

*the regeneration and restoration of landscape character and distinctiveness as well as visual amenity."*

11.2.26 Policy L13 Listed Buildings applies to the site and adjacent listed buildings, stating that development affecting a Listed Building or its setting will not be permitted unless the setting is preserved, the features of architectural or historic interest are preserved and the character, historic form and structural integrity of the building are retained. This policy is considered further in the Heritage Chapter of this ES.

11.2.27 Policy LC12: Recreational Routes refers to the safeguarding and retention of existing and proposed recreational walking, cycling and horse-riding routes. The Henbury Trym Walkway is identified in this policy as being a Major Recreational Route. New development is expected to incorporate existing rights of way along their existing routes and/or reflect pedestrian desire lines. The policy also requires new signage for new routes.

11.2.28 Policy L4: Forest of Avon applies across the site and the wider area and states,

*"Development that is permitted within the community forest area should:*

- Respect the developing woodland setting; and*
- Not conflict with the community forest objectives; and*
- Not prejudice community forest projects."*

### **South Gloucestershire Local Plan 2020, Phase 1 Issues and Approaches Consultation Document (November 2020)**

11.2.29 The existing policies of the adopted 2006 South Gloucestershire Local Plan remain in place until the formal adoption of the new Local Plan 2020. The Phase 1 Issues and Approaches document of the new Local Plan 2020 outlines a range of early policies which may form part of the new Local Plan on its adoption.

11.2.30 Proposed working strategic policies, that are of relevant to the Site and Proposed Development include:

- New policy topic of Climate Change Mitigation and Adaptation - which will prioritise the pursuit of a carbon neutral and resilient future in a changing climate;
- Green Infrastructure - to ensure development promotes health and well-being whilst protecting and enhancing the local and wider environment;
- Environment and Heritage - which will seek to protect and enhance the local environment whilst creating exceptional spaces and places;
- Creating Well Designed Places; and
- Strategy for Growth and Protection – which will guide on location and planning for urban and rural areas.

11.2.31 Proposed non-strategic policies in the emerging Local Plan address priorities such as:

- Development that promotes health and well-being;
- Protect and enhance our environment;
- Creates exceptional places and spaces; and

- Pursue a carbon neutral and resilient future in a changing climate

### South Gloucestershire Local Plan 2020, Phase 2 Consultation (2022)

11.2.32 Phase 2 public consultation on the Local Plan Consultation Document commenced from Monday 7 February to the extended date of the 4<sup>th</sup> April. Overarching objectives that have been identified include:

- Contribute to zero carbon ambition by 2030 and adapting to the impacts of climate change
- Delivering sustainable communities
- Improving health and well-being.

11.2.33 The new local plan strategy for growth will prioritise growth in urban areas by optimising density in the most sustainable areas.

11.2.34 The former Filton Airfield is referred to in the Urban Lifestyle Area information, including reference to the extant planning consent for the Site and the possibility of providing additional homes on the land.

11.2.35 A new and updated Strategic Green Infrastructure Network, which includes Nature Recovery Network, is proposed as part of the new Local Plan, comprising nine Green Infrastructure corridors. These proposed corridors lie outside of the site and settlement area. The nearest Green Infrastructure corridors are B: Charfield-Alveston-Hallen (Western Scarp/Severn Ridges) situated to the northwest of the M5 corridor and C: Winterbourne-Kendleshire-Yate (River Frome Corridor) , situated to the east and around the M32 and M4 corridors.

11.2.36 Relevant proposed policies include:

- **Strategic Green Infrastructure and Environment** – “*Acceptable development proposal will be expected to:*
  - *Enhance the connectivity and function of any Strategic Green Infrastructure corridor in which the proposal site is situated in. Proposals which sever or harm the connectivity and function of individual corridor(s) and key assets in the Strategic Green Infrastructure network will be refused.*
  - *Provide biodiversity net gain of 10%, secured in perpetuity (at least 30 years)*
  - *Plan for the retention of valuable trees and hedgerows. Where valuable trees are necessary to be lost to secure sustainable and high quality development, mitigate their loss in line with the tree replacement standard.*
  - *Reduce and manage the impact of flood risk, including consideration of climate change through location, layout, design, choice of materials and the use of Sustainable Drainage Systems (SuDS); with agreed long-term management regime, with appropriate ongoing maintenance secured from the outset*
  - *Protect the quality and quantity of the water environment and its margins;*
  - *Deliver an appropriate level of public open space(s), which maximises potential for multiple functions and connections to the strategic and local networks of Green Infrastructure*
  - *Protect, create and improve recreational, play, access and local food cultivation opportunities*

- *Protect and enhance species and habitats, and creating new habitats and wildlife linkages between them*
- *Protect and enhance visually important hillsides and identified strategic views*
- *Green Infrastructure, open space and biodiversity proposals will be expected to have agreed long-term management regime with appropriate ongoing maintenance secured from the outset."*
- Urban Lifestyles and Density – includes reference to minimum density of 105-160 density per hectare for Former Filton Airfield; and requires there to be access to an appropriate amount of public open space or high-quality public realm, no harm to amenity or to designated or locally valued landscapes and green infrastructure assets, and character and quality of the area surrounding the site to inform design, placement and density of the proposed development.

### **Cribbs/Patchway New Neighbourhood Development Framework SPD (Adopted March 2014)**

- 11.2.37 The Development Framework sets out how the new neighbourhood will create a new community and provides for delivery of key elements, including: "A strong new landscape and movement framework for the area"; "a distinctive and high-quality public realm"; and "a sustainable development". The SPD informs development management decisions and development proposals are required to clarify where they differ from the SPD.
- 11.2.38 The SPD reinforces the need for comprehensive and coordinated development which will be considerably integrated. This will include supporting infrastructure and connectivity with the existing landscape to create healthy, lively and well-connected communities with their own sense of place.
- 11.2.39 Objectives of the SPD include, for open space and natural assets, "Strategic Green and Blue Infrastructure (GI & BI) will need to comprise a substantial, interconnected and multi-functional network of spaces (both green and blue assets), protecting and enhancing the existing ecological habitats, trees and hedgerows and their integration through the use of SUDS..."
- 11.2.40 Section 7 of the SPD sets out the requirement for Green and Blue Infrastructure provision, cross refers to Core Strategy Policy CS2 and the Forest of Avon objectives and identifies Green Infrastructure Priority Areas. Priority Areas and strategic GI areas in relation to the Site are:
- Henbury Trym ecological corridor (at the western end of the Site);
  - Destination Park (across the centre of the Site);
  - GI/BI within housing areas and commercial areas; and
  - Strategic GI linked to Hayes Wood (eastern sector, northern boundary of the Site).
- 11.2.41 Section 7 of the SPD requires that development proposals must demonstrate how they will adhere to a number of key principles. Principles of particular relevance to the LTVIA include:
- *"Protect and enhance key existing natural landscape features and habitats to reflect and enhance the area's local distinctiveness";*
  - *"Enhance and extend the landscape features identified... by the provision of substantial, connected networks of multi-functional open space";*

- *“Utilise the Green Infrastructure network to improve the accessibility, permeability and legibility of the wider area as the focus of sustainable modes of travel”;*
- *“Use the provision of various types of green infrastructure to provide an attractive and functional setting for a mix of uses...”;*
- *“Promote a cohesive and high quality public and private landscape that assists in developing distinctiveness”; and*
- *“Ensure the provision of usable, meaningful and maintainable open space as part of development from the outset...”.*

### **Trees and Development Sites – Guidance for New Developments SPD (Adopted April 2021)**

11.2.42 The SPD is one of the Council’s SPDs that relate to its Climate Change Emergency Action Plan. Objectives of this SPD include to:

- Raise awareness of the Council’s policies on trees, hedgerows and woodlands
- Embed tree retention and protection at the earliest stages of the planning process; with removals and replacement as a last resort.
- Ensure that net gain in canopy cover is achieved either via retention of existing trees and new tree planting, or by provision of financial contribution for tree planting elsewhere within South Gloucestershire.

11.2.43 The design process is required to ensure that existing vegetation and proposed planting is effectively integrated and utilised within a scheme.

### **Green Infrastructure SPD (Adopted April 2021)**

11.2.44 The SGC Green Infrastructure SPD (Adopted April 2021) supports existing Local Plan policies including CS1, CS2, CS24 and PSP policies. The Green Infrastructure SPD sets out the need for accessibility to high quality green spaces and public realm to assist in the *“cohesion of local communities”* and contribution to a sense of place.

11.2.45 One of the objectives of the Green Infrastructure SPD is to: *“Ensure an integrated and collaborative approach to the planning for GI in new developments across South Gloucestershire by setting clear objectives that reflect industry good practice.”*

11.2.46 The Green Infrastructure SPD includes a GI checklist in a box at page 28:

- *“GI should be well considered and the site design should be appropriate to the requirements of end users and the location / scale of development.*
- *Different solutions will be required according to whether the site is urban, suburban or rural edge and dependent on future use, taking into account connectivity and maintaining or creating green corridors.*
- *Green infrastructure should be prioritised in all development, using every opportunity to contribute to biodiversity net gain...”*

11.2.47 On page 28 of the Green Infrastructure SPD, it is noted that *“Major development will be encouraged to use the Building with Nature standards to run concurrently with the planning application process, including future management and maintenance of the site.”*

## Guidance and Standards

11.2.48 The methodology for the LTVIA is based on professional experience and the 'Guidelines for Landscape and Visual Impact Assessment' (3rd Edition, 2013) (GLVIA3). In accordance with GLVIA3, the LTVIA considers the effects on landscape and townscape (including landscape and townscape character), and people's views and visual amenity, as separate assessment components. The LTVIA has been undertaken with an emphasis on the identification of **likely significant** landscape and townscape and visual effects which arise as a result of the Proposed Development, using an approach which is in proportion to the project and nature of likely effects.

11.2.49 In addition, the LTVIA methodology considers the principles set out in the following technical notes and guidance:

- LI Technical Information Note 08/2015: Landscape Character Assessment (LI, revised February 2016)
- LI Technical Information Note 05/2017: Townscape Character Assessment (LI, revised April 2018) <https://www.landscapeinstitute.org/wp-content/uploads/2018/04/tin-05-2017-townscape.pdf>
- Landscape Institute Technical Guidance Note 06/19: Visual Representation of Development Proposals (LI, 2019)
- GLVIA3 Statement of Clarification 1/13 (Landscape Institute, 2013)
- Technical Guidance Note 02/21: Assessing landscape value outside national designations (Landscape Institute, 2021); and, where appropriate,
- The Transport Analysis Guidance (WebTAG) Chapter 7: Impacts on Townscape, TAG Unit A3 Environmental Impact Appraisal (July 2021).

## 11.3 Consultation

11.3.1 A Scoping Report was submitted to SGC in December 2021, which included an outline of the proposed scope and approach for the LTVIA. In addition, consultation on the proposed visual receptors for assessment in the LTVIA was undertaken with SGC's Landscape Officer on 20<sup>th</sup> January 2022. The proposed visual receptors, as set out in the Scoping Report, and the approach to verified views were agreed noted in **paragraphs 11.4.18-21**.

## 11.4 Methodology

11.4.1 The methodology used for undertaking the 2022 LTVIA is set out in detail at **Appendix F.2 LVIA Methodology**.

11.4.2 In response to the Site's location and context, the LTVIA is based upon visual and townscape impact assessment methodology, supplemented by landscape impact assessment methodology where appropriate (e.g. for landscape character areas beyond the urban area).

11.4.3 Landscape / townscape and visual effects are related but distinct topics, so are considered and assessed separately. Effects on the townscape / landscape arise from a development causing direct changes to the physical elements of the townscape, affecting its features, character, and quality, and more widely, from indirect effects of the development on the character and quality of the surrounding landscape and townscape. Visual effects arise where a development changes the character and quality of the views that people (visual receptors) may enjoy.

- 11.4.4 The assessment of townscape / landscape and visual effects aims to be as objective as possible, however, as explained in GLVIA3:

*“Professional judgement is a very important part of LVIA. While there is some scope for quantitative measurement of some relatively objective matters, for example the number of trees lost to construction... much of the assessment must rely on qualitative judgements, for example about what effect the introduction of a new development or land use change may have on visual amenity, or about the significance of change in the character of the landscape and whether it is positive or negative.”*

(Paragraph 2.23, page 21, GLVIA3)

- 11.4.5 This LTVIA considers effects of the Proposed Development on:

- landscape / townscape character, within which the site is located;
- townscape elements (the ‘fabric’ or features, which contribute to character); and
- views available to people and their visual amenity, from publicly accessible viewpoints.

- 11.4.6 The assessment of townscape and visual effects will make comparison with the baseline year, and includes assessment during the construction period, on completion of the development (i.e., operation) and, where appropriate, 15 years after completion of the development when new tree planting is assumed to have successfully established and grown to provide effective mitigation..

- 11.4.7 The LTVIA has been carried out against the current state of the environment i.e. a baseline year of 2022, reflecting the level of change and new development in the surrounding urban environment which has occurred since the LVIA for the 2017 ES Addendum was prepared; rather than using the 2036 baseline that other Chapters have utilised. This is because a 2036 baseline would in theory contain the built out consented scheme which is some parts is different to the Proposed Development uplift scheme, including some aspects of proposed layout, land use, open space, heights and mass, and therefore would be difficult to robustly assess the uplift of visual effects. This chapter instead includes a comparison table of the effects identified in the 2017 LVIA and the effects identified for the 2022 LTVIA, to demonstrate where there are differences and notes why those differences occur.

### **The Context of Landscape/Townscape and Visual Effects in an Urban Environment**

- 11.4.8 Within urban locations, there tends to be a general level of expectation for: regeneration, redevelopment, and renewal; the efficient use of land to adapt and change; and anticipation of changes to people’s views within the urban area, taking place over time.

- 11.4.9 In other words, **an urban environment is not static**; change and renewal are an integral part of that urban environment. Accordingly, the expected changing nature of the urban environment, or within areas of planned change, is considered within the LTVIA.

- 11.4.10 New buildings may create either beneficial or adverse effects upon an urban environment, or a combination of both. The evaluation of the quality of architectural design and appearance of buildings is a subjective issue, and one which does not form part of the LTVIA process. Instead, it is assumed that the quality of the design of the proposals would be appropriate to the existing and forward-planned urban context, as set out in the Brabazon Design and Access Statement (March 2022) for the Proposed Development.

- 11.4.11 The landscape / townscape assessment in this LTVIA considers the Proposed Development as shown in the parameter plans with key design principles as mitigation, and identifies the consequential effects upon landscape/townscape elements and landscape/townscape character.

11.4.12 Whether new development located within an urban area leads to a positive or adverse visual change is largely subjective. The assessment of visual effects in the LTVIA has regard to the level of anticipated change and renewal of the urban environment, for example through the planned regeneration and development for an area, as set out in adopted local planning policies, together with consideration of the changes to visual compositions in people's views. For the purpose of this LTVIA, factors which may lead to beneficial or adverse visual effects are set out in **LTVIA Methodology, Appendix F.2**. Professional experience has shown that, in most cases, proposed development in urban environments is likely to result in a mixture of beneficial and adverse visual effects. Therefore, this LTVIA takes the approach of setting out specific beneficial and adverse visual effects upon the visual receptors and their views assessed in the Visual Effects Table; with a balanced judgement made as to whether the overall nature of visual effect is **beneficial** or **adverse** or **neutral**.

### Assessment Parameters and Tall Buildings

11.4.13 The LTVIA has been based on the Proposed Development, which is set out in the Parameter Plans at **Appendix A.2**.

11.4.14 The heights parameter plan identifies the locations for proposed parameter blocks of up to 18 storeys maximum. These areas are also identified as being suitable for 2 tall buildings, each up to 30 storeys, and are referred to in this LTVIA as 'tall building zones'.

11.4.15 Modelling the entire blocks of the tall building zones at 30 storey heights would lead to an overstatement of scale and mass, resulting in over-assessment of visual effects. Therefore, to demonstrate the ZTVs and likely effects of the tall buildings upon the visual composition of views, 'selected' positions to represent the two tall buildings' locations have been identified by the Applicant and project architect, and the two tall buildings have been modelled into the ZTV.

11.4.16 In order to assess the worst case, the LTVIA considers the predicted extent of visibility of the maximum proposed building heights and two tall buildings, informed by the ZTV plans (see **Section 3.2, in Appendix F.2**). The tall building zones are represented in the ZTV plans at the maximum parameter height of 18 storeys with the two selected positions of tall buildings up to 30 storeys. A maximum height of 136m above ground level is assessed for the tallest building located in the eastern tall building zone. The remaining parameter blocks are modelled at their maximum height parameters for the ZTVs and the visual representations (see section below).

11.4.17 In reality, however, there would be different shaped buildings of different heights less than or equal to the maximum parameter heights, and the subsequent footprints and visual effects of new buildings, as experienced from the ground, would be less than indicated on the ZTV plans and in the visual representations.

11.4.18 For the purpose of assessment and the ZTVs, the storey heights on the building heights parameter plan are assumed to be useable accommodation within buildings and have been determined in accordance with the land use parameter plan.

### Visual Representations

11.4.19 Visual representations of the proposed development were agreed with SGC to be occluded wireframes to Type 4 Visualisation and at 'AVR Level 1' (occluded wirelines) for agreed views – demonstrating the location, size and degree of visibility of the proposal within each of those views, subject to where access and health and safety conditions allowed.

11.4.20 The AVR Level 1 visual representations for the 2022 scheme are included within **Appendix F.3 Part 2**. As requested by the SGC Landscape Officer, these are presented as interlaced with the previous visualisations of the 2017 scheme that had been previously assessed in the 2017 LVIA of the 2017 ES Addendum.

- 11.4.21 The visual representations include red wireline 'maximum envelopes' for the tall building zones, on the baseline photos. These demonstrate the maximum parameter heights and areas in the view compositions within which the 2no. 30 storey tall buildings may be positioned. The two proposed 30 storey tall buildings have been modelled in the selected positions in the AVR Level 1 visual representations, to demonstrate the likely effects of the tall buildings' outline and mass within the baseline view.
- 11.4.22 Whilst the AVR Level 1 visual representations inform the visual impact assessment, it is important for the reader to note that the visual impact assessment considers the worst-case visual effects of the tall buildings, wherever they are positioned within the identified tall building zones.

### Study Area

- 11.4.23 The study area comprises 3km from the Site boundary. This is in accordance with the study area utilised in the LVIA chapter of the 2017 ES Addendum and reflects the nature of the Site's location within a wider built-up area. Professional experience of other assessments and site appraisals for this type of development in an urban area, indicates that landscape, townscape or visual effects would not be significant beyond 3km from the Site boundary.
- 11.4.24 The spatial scope, together with a review of potential visual receptors, guided the selection of representative view locations included within the visual impact assessment.
- 11.4.25 Listed Buildings are considered within or adjacent to the Site. A Heritage Desk Based Assessment (DBA) (AC Archaeology 2022) has been submitted as a standalone document for this planning application and considers Listed Buildings in greater detail.
- 11.4.26 The spatial scope for the Proposed Development was reviewed through computer-generated Zone of Theoretical Visibility (ZTV) plans. The ZTV plans utilise LiDAR data, and (where LiDAR was not available) with derived aerial photography terrain information at native 2m resolutions. This data is based on surface features, which include built form and existing vegetation, and which function as existing visual barriers within the townscape.
- 11.4.27 A series of ZTV plans were produced to establish the theoretical 'worst case' extent to which the Proposed Development is likely to be visible from the surrounding area, up to a limit of 3km from the site boundary. The plans demonstrate the ZTVs of:
- The Proposed Development, excluding taller building zones (**Figure 11.3 ZTV Parameter Heights Excluding Tall Building Zones**)
  - The Proposed Development, including the proposed taller building zones (**Figure 11.4 Parameter Heights with Tall Building Zones**)
  - The ZTV of the proposed landmark tall building zones, with two representative 30-storey tall buildings, the tallest at a maximum 136m above ground level, with the ZTV presented in percentages of the heights of the tall buildings which are visible. For example, 10% visibility means that the top 10% of the tall buildings will be seen (**Figure 11.5 Tall Building Zone Percentage Visibility**).
- 11.4.28 A ZTV plan showing alternative heights of the proposed landmark tall building zones, at 50m and 100m above ground level, for information only (these are not for assessment purposes) was requested by SGC during the visual receptor and view location selection exercise for the LVIA in the 2017 ES Addendum. This plan is included within **Figure 11.6 Alternative Heights of Tall Building** for information purposes.

## Baseline Data Collection, Survey and Photographic Record

- 11.4.29 A desktop study was undertaken to establish the baseline townscape / landscape and character information, including topography, landscape planning context and published sources of landscape / townscape character.
- 11.4.30 Sources of information are set out in Section 3 of **Appendix F.2 LTVIA Methodology**.
- 11.4.31 In addition to the desktop study, a landscape / townscape and visual survey of the Site and surrounding area was undertaken. During late spring, summer and early autumn months, views of the Site and Proposed Development are lessened because of intervening trees being in full leaf. It is likely that views of the Site and Proposed Development are slightly greater in winter months, without the benefit of screening from trees being in full leaf and with filtered views being available through bare tree canopies. The site visit and visual survey included collection of baseline photography, and was undertaken during late winter in February 2022.
- 11.4.32 Baseline photographs representing people's views and visual amenity from the selected view locations are presented in **Appendix F.3**.

## Assessment Methodology

- 11.4.33 The methodology which has been utilised for the assessment, including methods for determining receptors' value, sensitivity, magnitude of change and levels of significance of effects, is set out in detail in **Appendix F.2**.

## Assumptions and Limitations

- 11.4.34 For the purpose of undertaking this LTVIA, the assessment assumes the maximum parameters for the Proposed Development as described in **Chapter 3**, and **paragraphs 11.4.12 to 11.4.17**.
- 11.4.35 This LTVIA identifies the likely significant landscape / townscape and visual effects arising from the Proposed Development, rather than identifying every conceivable landscape / townscape and visual effect.

## 11.5 Baseline Conditions

### Site Description

- 11.5.1 The Site is described in detail at **Chapter 2**.

### Landscape / Townscape Character

- 11.5.2 Landscape or townscape character assessment is a method of identifying, mapping and classifying the special qualities, distinctiveness and key, or defining, characteristics of an area.
- 11.5.3 Published sources describing landscape character assessment at the National level and at the Local level, are:
- National Character Area Profiles (Natural England, 2014); and
  - Revised Landscape Character Assessment SPD (South Gloucestershire), adopted November 2014.
- 11.5.4 **Figure 11.7** illustrates the landscape and townscape character areas which apply to the Site and surrounding 3km area. No published townscape character assessments have been sourced for South Gloucestershire Council and there is no published landscape or townscape

character assessment for the Bristol City Council area. Baseline descriptions of published character assessment areas are summarised below and included in Townscape/Landscape Effects Table, **Appendix F.4**.

#### **National Landscape Character Area (NCA)**

- 11.5.5 The site is situated within the northern area of Bristol, within National Character Area 118: Bristol, Avon Valleys and Ridges. Key characteristics, of relevance to the site and locality, include:

*“Bristol and its commercial, industrial and residential areas; major roads (M4 and M5 motorways); the airfields (Filton and Bristol) and reservoirs, which occupy a substantial area around Bristol. There is considerable commercial development around Cribbs Causeway, Aztec West and Abbey Wood”; and*

*“The City of Bristol itself, which is a popular destination for overseas and domestic visitors and is one of the most affluent cities in the UK, providing employment for settlements in the NCA and beyond”.*

- 11.5.6 The other key characteristics of the NCA are not present in the Site, as a result of the former airfield's layout, previous operational nature, current construction works and maintenance regime. The wider area includes some of the NCA's key characteristics, namely wooded scarps, commercial, industrial and residential areas and major roads.

- 11.5.7 The Character Area Profile identifies Statements of Environmental Opportunity. Of particular relevance to the Site and the Proposed Development is SEO1, to:

*“Conserve and manage the distinction between small rural settlements and the densely urban city of Bristol, the urban fringe transition zone and the commuter settlements; and ensure that new development is sensitively designed to contribute to settlement character, reduce the impact of the urban fringe and provide well-designed green infrastructure to enhance recreation, biodiversity and water flow regulation.”*

#### **Local Landscape Character Area (LCA)**

- 11.5.8 South Gloucestershire's Revised Landscape Character Assessment SPD is referred to in Policy CS1 of the Core Strategy and paragraph 4.17 of the saved Local Plan Policy L1.

- 11.5.9 The Site lies within Area 15: Patchway, Filton and the Stokes LCA. Key characteristics, of relevance to the Site and locality, include:

*“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 such as the Cribbs Causeway shopping centre and the Brabazon hangar at Filton;*

*More recent residential development occurs on fringes of an older housing core, and towards the M4 boundary, comprising uniform estates, with strategic landscape infrastructure, while Filton Northfield is currently being developed as a significant new neighbourhood, known as Charlton Hayes;*

*Open space is diverse, currently including areas of Filton Airfield much of which is proposed for development, as well as within the 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. Much of the agricultural areas are allocated for development over the coming years; and*

*Areas of landscape change due to recent and proposed development, particularly at Bradley Stoke, Stoke Gifford and Filton/Patchway, reducing the extent of open space and potentially the extent of wildlife habitat within and adjacent to the urban edge."*

11.5.10 The LCA describes Filton Airfield and its context at page 211:

*"The open expanse of Filton Airfield currently includes an extensive area of open ground, comprising a tarmac runway fringed by a grassland corridor... a small area of woodland to the north eastern end of the runway and adjacent to a large scale hangar complex. The northern boundary largely comprises a dense linear edge of trees. Surrounding the western end of the now closed airfield, and within the Henbury Trym valley the [current] landscape comprises small sized, regular and irregular shaped pastoral fields, defined by overgrown hedges with intermittent hedgerow trees including dead elm.*

*Filton airfield, the agricultural land to the south and the triangle of land between Wyck Beck Road and M5 to the west for the new Cribbs Patchway new neighbourhood (CPNN). This is a new neighbourhood of up to 5700 dwellings allocated with the core strategy."*

*The LCA notes the current construction activity at the Charlton Hayes development, to create a new neighbourhood "comprising block development punctuated by a combination of smaller parks and linear open spaces."*

11.5.11 On page 213 of the LCA, Filton Airfield is further described as comprising the following elements:

- Runway;
- Complex of light coloured hangars;
- Extensive area of land fringed by grassland, with a small pocket of woodland;
- Large corridor of open space, contained by chain link fencing; and is
- Surrounded by residential, industrial retail development and farmland.

11.5.12 The LCA notes that there is an *"adjacent concentration of industrial works at Rolls Royce and British Aerospace, together with the Royal Mail sorting sheds [which] fringe the A38, their location and pattern of development historically associated with and related to the airfield."*

11.5.13 At page 215, the LCA notes that a distinctive local character is provided by the green spaces, tree belts and landscape structure which form *"...a physical break within the urban area"*. A number of areas are noted as being particularly significant, including Filton Airfield:

*"...its runway fringed by a grassland corridor, small woodland and dispersed light coloured hangars currently forms a distinct open area, although this is allocated in the Core Strategy for future development. This open area is visually prominent from the local road network, elevated ground to the south, Filton Golf Course, adjacent residential properties and views from around Haw Wood and open countryside to the west.*

*A visual watershed created by slightly higher landform cuts across the centre of the airfield, north to south, blocking views between the east and west of this open area. To the east, the open area contrasts greatly with the adjacent industrial construction and housing fringe, whilst to the west, the open area merges with open land around Fishpool Hill, creating an increased sense of openness and linkage with open countryside. The former Northfield sector of the airfield is currently under development as a high density new development. This is formal in*

*character, comprising perimeter block residential development with avenue planting. The commercial element is intended to be set within a robust landscape setting, and providing a landscape framework to the south of Hayes Way."*

11.5.14 The LCA goes on to describe the pastoral landscape which surrounds the urban fringe area, including a statement:

*"The visual connection between the large scale wooded ridgeline at Haw Wood to the west, beyond this area, and the pastoral landscape, openness and green fringes of the airfield and adjacent agricultural land result in a wide and open corridor with rural characteristics, visible from and in strong contrast to its adjacent urban edge although this will change as development proceeds."*

11.5.15 Other elements in the Site's locality, which contribute to landscape character include:

- Rising open hillside of Filton Golf Course as a break within the urban fabric and prominent in long views from the north west and east, helping to reduce "coalescence and dominance of built forms" and providing open views of Filton Airfield and the wider area;
- Areas of woodland which are prominent local features, often at the edge of former agricultural land, often partly contained by development;
- Distinctive large-scale development at Cribbs Causeway;
- Distinct built character from industrial sheds and hangars associated with the airfield, Rolls-Royce and British Aerospace which are prominent in long distance views from Pucklechurch Ridge to the east; and
- Prominent landmark buildings, including the RAC control tower, and situated in an adjacent LCA the tower at the University of the West of England (UWE), Abbey Wood MOD offices, and the Rotunda Building at AXA Sun Life.

11.5.16 The predicted change to the character of the landscape and townscape is reiterated on page 219 of the LCA:

*"Following the closure of Filton Airfield the area is proposed for redevelopment as a new neighbourhood incorporating mixed uses and strategic green infrastructure. This will result in significant further change in the character of the locality including in views from the adjacent road network, existing residential properties and elevated views from Filton Golf Course."*

11.5.17 LCAs 13: Frome Valley, to the south east of the site, has relevant key characteristics:

- *"Some areas have a more remote/tranquil character, with others contained and influenced by settlement boundaries and a dense network of roads..."*
- *"Diverse settlement patterns relate to the historic layout and expansion of former village centres..."*; and
- *"The landscape is influenced locally by the concentration of road infrastructure, the M32/M4 corridors and railway embankments."*

11.5.18 Relevant key characteristics of LCA 18: Severn Ridges, to the north west and north of the Site, include:

- *"To the south, the Bristol urban edge, M4 and M5 are prominent within their local landscape. Sections of the motorways are also prominent within wider views, forming physical and visual barriers"; and*

- *“Industrial buildings, distribution sheds, Oldbury Power Station, with the adjacent Levels and Estuary, visually influence this character areas”.*

#### **Forest of Avon Plan: A Tree and Woodland Strategy for the West of England, June 2021**

- 11.5.19 In June 2021, the West of England Nature Partnership, including the four authorities of Bristol, Bath & NE Somerset, North Somerset and South Gloucestershire, launched The Forest of Avon Plan: A Tree and Woodland Strategy for the West of England.
- 11.5.20 Tree and woodland priorities are set out for each Landscape Character Area (LCA) in the West of England. The Site lies within area 5.19 Greater Bristol – Map ref 19.2 Patchway, Filton and the Stokes (SGC15). Key strategy principles for this area, which are of relevance to the Site, include:
- *“Establish individual and groups of trees, and small woodlands linking the Three Brooks Nature Reserve in broad corridors to woodlands and green space north of the M5 and Filton, whilst conserving other priority habitats, historic sites and viewpoints.”*
  - *“Establish individual and groups of trees and small woodlands within parks and green spaces addressing inequalities in tree canopy cover and with a strong community dimension to their location, size and care.”*
  - *“Establish individual and small groups of trees / in adjacent to streets, addressing inequalities in tree canopy cover and with a strong community dimension to their location, size and care.”*
  - *“Ensure any new development requires the conservation and planting of trees within the site and as determine by scale and impact, includes off-site tree and woodland planting. Where development is to take place at scale ensure that trees, woodland and other green infrastructure is planned in advance and not piecemeal, to maximise benefits.”*

#### **Character of the Site**

- 11.5.21 The character of the Site is strongly influenced by its former use as an airfield and the regeneration associated with the extant planning consent; the main east-west runway, taxiways, large scale hangars with mature tree planting at the northern boundary with associated former airfield buildings, and areas of hardstanding associated with the airfield use remain visible within the Site. Chain link security fencing is present around the perimeter of the former airfield. Grassland within the airfield is regularly maintained and surrounds the taxiways, runway and manoeuvring apron. Brabazon Phase 1 is currently undergoing construction and includes some completed dwellings. Some parts of the Site are being used for storage and other meanwhile uses.
- 11.5.22 The Site forms a large area of open space within the urban area and has an open and expansive character, though one which is undergoing change and regeneration. Slightly higher landform runs through the centre of the airfield from north to south, creating a visual watershed which prevents views from end to end of the runway. From this higher land, there are views to Haw Wood and the ridgeline, beyond the M5, to the west. To the east, the open area of the airfield is a contrast to the adjacent industrial developments and housing areas.
- 11.5.23 Remnant airfield structures are present including buildings associated with the flight operations centre in the southeast of the site, and the former control tower. The red line boundary extends over the A38 to a small area of land at Filton Bridge and the road junction from the A38 onto North Way.
- 11.5.24 The aviation heritage museum at Aerospace Bristol, which houses Concorde and includes former hangars, is located adjacent to the northern boundary of the Site.

## Landform and Watercourses

- 11.5.25 **Figure 11.8** illustrates the topography of the Site and wider area. The Severn and Avon Vales lie to the northwest of the Site, and beyond the intervening ridge which accommodates the M5 up to its junction with the M4. To the west, this ridge falls from 10m, down wooded scarp slopes to the lowland levels and floodplain of the River Severn, below 20m AOD.
- 11.5.26 The Site lies on landform between 50m AOD and 70m AOD; the higher landform which runs across the centre of the former airfield from north to south can clearly be seen on **Figure 11.8**. Higher and rising landform is situated to the north and south of the Site.
- 11.5.27 Minor watercourses pass through the area, including the Henbury Trym in the west, which flows into the River Avon; and Stoke Brook which joins Bradley Brook.

## Land Use and Settlement

- 11.5.28 The Site is located in the northern edge of Bristol, with residential suburbs of Brentry to the south and beyond the railway corridor; Patchway neighbourhood to the north and Bradley Stoke to the east. Cribbs Causeway retail and leisure park and Patchway trading estate are located to the northwest of the Site, where there is a concentration of large commercial buildings, complexes and retail sheds.
- 11.5.29 The Royal Mail sorting office lies adjacent to the A38 and eastern boundary of the Site. BAE Systems/Airbus estate lies to the southeast of the Site.
- 11.5.30 It is an area undergoing change due to new and planned developments. New and proposed developments around the Site that are considered as part of the cumulative assessment are set out in **Chapter 5** and **Appendix A.6** of this ES. Ongoing construction of new residential, mixed use and commercial development is taking place to the north of the Site at Charlton Hayes and to the west of the Site at Fishpool Hill. Phase 1 Brabazon is undergoing construction within the Site at the edge of the airfield.

## Historic Parks and Gardens

- 11.5.31 The Site is not on the Register of Historic Parks and Gardens of Special Historic Interest (RHPG).
- 11.5.32 Within the 3km study area, Royal Victoria Park (formerly Brentry House), Grade II (situated approximately 1.2km to the southwest of the site), Blaise Castle and Hamlet, Grade II\* (situated approximately 2km to the southwest) and Stoke Park, Grade II (approximately 2.6km to the southeast of the site) are entries on the RHPG. These are shown on **Figure 11.1** at **Appendix F.1**.
- 11.5.33 Local historic parks and gardens (LHPG) are designated by Bristol City Council and located throughout the study area to the south of the Site. These are also shown on **Figure 11.1**.

## Conservation Areas and Listed Buildings

- 11.5.34 The Site does not lie within a Conservation Area.
- 11.5.35 Conservation Areas within the 3km study area are shown on **Figure 11.1**. These include:
- Brentry situated approximately 0.8km to the south-west;
  - Henbury situated approximately 1.6km to the south-west;
  - Kingweston and Trym Valley situated approximately 1.9km to the south-west;

- Winterbourne situated approximately 3km to the east; and
- Hambrook situated approximately 3km to the south-east.

11.5.36 Listed Buildings within the Site include:

- WWII Pillbox at Filton Airfield, adjacent to the southern boundary – Grade II; and
- WWI Aircraft Hangar, Single GS Type (16U) – Grade II.

11.5.37 There are also two Grade II listed WW1 aircraft hangars on land adjacent to the northeastern Site boundary (Hangars 16S and 16M); and Cedar House adjacent to the southern Site boundary is a c1750 farmhouse, Grade II Listed Building.

11.5.38 Listed Buildings and the likely effects on their setting are dealt with separately in the Heritage DBA (AC Archaeology 2022).

### **Access, National Cycle Routes and Long-Distance Footpaths**

11.5.39 The study area is bisected with major infrastructure routes, including the M4 and M5 motorways, a mainline railway corridor, A38 Gloucester Road and the A4018.

11.5.40 Vehicular access to the Site is via a slip road from the A38, which passes as North Way beneath the A38 and off the Blenheim roundabout on Hayes Way. There are several former access points into the airfield, associated with its former operational use, including:

- Access over the railway line via a bridge adjacent to the west of the Brabazon Hangar and via a wide level crossing;
- Access via New Road to the flight operations building;
- A secure gate provides access to the airfield and Airbus via Charlton Road to the south;
- A number of emergency access points at the end of Fishpool Hill, Charlton Common Road and Catbrain Hill.

11.5.41 There are no National Cycle Routes or National Trails / Long Distance Routes within the Site.

11.5.42 The Community Forest Path National Trail / Long Distance Route is situated approximately 1km to the west of the Site. National Cycle Route 4 is located 0.4km to the northwest of the Site, running from Henbury to Cribbs Causeway and on to Spanorium Hill. The North Bristol local route runs along the A38 east of the Site, joining Highwood Road to Cribbs Causeway retail area.

### **Townscape / Landscape Elements of the Site**

#### **Scale, Grain and Massing**

11.5.43 The Site is a large expanse of open space undergoing regeneration and change, with a few structures at the perimeter, including a heritage hangar 16U, the new residential buildings of Brabazon Phase 1 and some meanwhile use storage areas. The open space separates and is in contrast with the close grained residential and commercial uses to the north and south of the Site.

#### **Appearance**

11.5.44 Although the grassland is well maintained, the Site appears as a disused commercial / infrastructure area with associated former airfield buildings and structures, and areas currently

under construction associated with the extant planning consent, including Brabazon Phase 1 and preliminary construction works. Local views into the Site are through chain link fencing. The remnant runways, taxiways and hardstanding areas are large scale and visible in local views. Some areas are being utilised for meanwhile storage uses.

- 11.5.45 Although subject to the extant planning consent, and construction is underway in part, the Site currently provides an open area within the townscape fabric. Grassland, trees and intermittent hedgerows are present around the edges of the Site.

### **Legibility**

- 11.5.46 From longer distance views, the Site appears as a narrow strip of undeveloped land. As the former airfield is a large expanse of publicly inaccessible open space, currently there is little direct connection between this area and adjacent local areas. The listed hangar and the recently constructed Phase 1 buildings, to the north of the Site, together with Brabazon branded hoardings at the entrance road to the Phase 1 area, provide some legibility in local views. There are no obvious navigable public routes through the Site, and few other signs or elements within the Site or at the Site boundaries that function as way-markers.

- 11.5.47 The location of the Site, when seen from the wider area, currently is mostly determined by adjacent or nearby buildings, such as the Brabazon Hangar, the Royal Mail sorting office and The Mall at Cribbs Causeway. Remnant airfield structures and features provide some local landmarks and focal points, such as the runway, hangars and former control tower.

### **Public Realm, Open Space and Public Rights of Way**

- 11.5.48 Currently, there is no public open space and no areas of public realm within the Site. The open space of the runway is inaccessible to the public and contained by chain link fencing.
- 11.5.49 Charlton Walk is a 3-mile public footpath around the western perimeter of the airfield. The path runs from Filton Golf Course, past Cedar House and west along the southern boundary of the Site, it turns north around the end of the runway and heads east along the northern Site boundary to Highwood Road.
- 11.5.50 Currently, public access to the Site is limited to Public Rights of Way at the northern and western edges of the Site; and there is limited access to completed properties at Phase 1 Brabazon in the north of the Site, which is undergoing construction.

### **Other Landscape / Townscape Features**

- 11.5.51 The Henbury Trym watercourse flows southwest along the western Site boundary.
- 11.5.52 A small area of woodland, Filton Wood, lies just within the northern boundary of the Site on the edge of the Charlton Hayes development and is a Local Wildlife Site (LWS)). The woodland includes indicators of ancient woodland and is considered of value both in terms of flora and landscape heritage.
- 11.5.53 Other existing vegetation comprises improved grassland, with some sections of scrub and hedgerow to the Site boundaries.
- 11.5.54 The former airfield runway and associated areas of taxiways and hardstanding area are a feature of the Site.

### **Townscape Value**

- 11.5.55 Townscapes may be valued at community, local or national level, or in some cases at an even greater level. Existing townscape/landscape planning designations are taken to be the initial guide to value, as shown in **Table 3.1, Appendix F.1 LTVIA Methodology**. The value

attached to undesignated townscapes also needs to be considered and other factors which influence townscape value, such as townscape quality, sense of place, scenic quality, rarity, representativeness, cultural interest, recreational value and associations with notable figures or events in history, are also taken into account. **Table 3.2, Appendix F.1 LTVA Methodology** sets out the detailed criteria for determining townscape value.

- 11.5.56 As part of the baseline review, an assessment of value is made for the townscape/landscape character areas and individual townscape elements, which may be affected by the Proposed Development. The townscape values are set out in detail in the **Townscape Effects Table in Appendix F.2**.

### Visual Context and Views from the Site

- 11.5.57 From within the western part of the Site, as well as views of the runway, views northwards are towards the wooded edge of Charlton Hayes and the hedgerow/scrub boundary of the airfield. Beyond this, Cribbs Causeway buildings are clearly seen on the skyline. Earth sculptures screen much of The Venue structures which form part of Cribbs Causeway, though large industrial buildings can be seen to the west. From the eastern part of the Site, views northwards are of Filton Wood, Hayes Way with associated lighting columns and Charlton Hayes neighbourhood including areas of Charlton Hayes undergoing construction.
- 11.5.58 Views southwards from the Site comprise the main runway of the former airfield, across to the YTL Arena's Brabazon Hangar and BAE Systems/Airbus estate. Filton Golf Club is perceptible beyond the YTL Arena site, forming a wooded skyline. Cedar House is visible on the southern site boundary, set within mature trees. Housing at Brentry is seen to the west as background to the airfield, also set within mature trees and with a woodland backdrop. Noticeable tall buildings are the two tower blocks at Crow Lane, Henbury; when seen from the Site, these don't break the skyline.
- 11.5.59 Westward views from the higher landform at the centre of the Site comprise the sloping land within the former airfield, to the Henbury Trym and associated mature trees in the valley, and rooflines of residential dwellings at Catbrain Hill. Views extend over the M5 to the wooded horizon where Haw Wood and Spanorium Hill woodland are clearly visible.
- 11.5.60 Eastward views from the higher landform at the centre of the Site are towards the Listed Building WW1 Hangar within the Site, Filton Wood and the Royal Mail sorting office and self-storage industrial units. The A38 with heavy traffic flow and lit carriageway is seen at the eastern boundary of the Site. On clear days, and from the Site's higher land, the distant skyline of the southern Cotswolds can be identified.

### Key Views and Visual Receptor Locations

- 11.5.61 The ZTV plans (**Figures 11.3 to 11.5 inclusive**) illustrate the theoretical worst-case extent to which the Proposed Development is likely to be visible from the surrounding townscape. The ZTV plans consider topography, built form and other visual barriers such as woodlands and tree cover.
- 11.5.62 There are no published or designated key views within the vicinity of the Site, and the Site does not fall within any key view 'cones'.
- 11.5.63 As a result of dense urban development and low-lying, gently undulating landform, views towards the Site are typically limited to local views from surrounding roads. There are some views of the Site from open spaces and higher landform; although these views contain the former airfield within the surrounding urban and townscape context.
- 11.5.64 There are clear views into the Site from Hayes Way, and views from housing at Charlton Hayes. There are few areas along the A38 which have views into the Site; oblique views are available from the north and south of the Royal Mail sorting office.

- 11.5.65 There are limited views of the Site from the elevated and north-facing slopes of the Filton Golf Course, filtered by existing vegetation and partially screened by the YTL Arena's Brabazon Hangar.
- 11.5.66 There are also limited views of the existing Site from the south, from the area around Elm Farm to the east and west of Fishpool Hill; however, these areas are consented for new development.
- 11.5.67 There is limited visibility of the Site from sloping land north and south of the M5, around Norton Farm. There is a small area, to the immediate west of the Site, around Cribbs Farm and Catbrain Hill, which has visibility of the former airfield.
- 11.5.68 From the north, there are limited views into the Site from the Cribbs Causeway retail and leisure park, though there are partial filtered views of the former airfield seen through intervening trees, from the raised earth sculpture and some parts of the car park at Cribbs Causeway.
- 11.5.69 Within the wider study area, several buildings form landmarks, including those as described in the local landscape character section above, such as the RAC control tower, the tower at the University of the West of England (UWE), Abbey Wood MOD offices, and the Rotunda Building at AXA Sun Life; and the two residential towers at Crow Lane, Henbury.
- 11.5.70 The visual receptors and representative view locations included within the LTVIA, and reasons for their selection are shown in **Table 11.1**, below. **Table 11.1** also identifies the visual receptors and view locations which were scoped out of the LTVIA, and those for which Type 4 AVR1 verified wireline visualisations have been prepared. The view locations are set out on **Figure 11.2**.

Table 11.1: Visual Receptors and View Locations

| View Location:                                                                | Visual Receptors and Reason for Selection:                                                                  | Type 4 Verified Wireframe Visualisation |
|-------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| <b>VL1: Hayes Way at Concorde Roundabout</b>                                  | People walking, driving, cycling along Hayes Way.<br>Low sensitivity. 2017 ES view location.                | ✓                                       |
| <b>VL2: Hayes Way at Brabazon Roundabout</b>                                  | People walking, driving, cycling along Hayes Way.<br>Low sensitivity. 2017 ES view location.                | ✓                                       |
| <b>VL3: Earth Sculpture, land south of Cribbs Causeway (edge of Patchway)</b> | Recreational use, focus on surrounding landscape / townscape.<br>Medium sensitivity. 2017 ES view location. | ✓                                       |
| <b>VL4: Road on Catbrain Hill adjacent to housing at Medlar Close</b>         | Residents accessing their homes. High sensitivity. 2017 ES view location.                                   | ✓                                       |
| <b>VL5: Fishpool Hill (end of road, emergency access to airfield)</b>         | High sensitivity for few residents from upper storeys. 2017 ES view location.                               | ✗                                       |

| <b>View Location:</b>                                                         | <b>Visual Receptors and Reason for Selection:</b>                                                                                                                                           | <b>Type 4 Verified Wireframe Visualisation</b> |
|-------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| <b>VL6: Filton Golf Course (high point)</b>                                   | Recreational use, activity focussed on golf and landscape.<br>Medium sensitivity. 2017 ES view location.                                                                                    | ✓                                              |
| <b>VL7: Filton Golf Course, from PROW outside Golf Club House at 85m AOD</b>  | Recreational use, activity focussed on golf and landscape.<br>Medium sensitivity. 2017 ES view location.                                                                                    | ✗                                              |
| <b>VL8: A38 Gloucester Road, eastern footpath on A38 approach to Bristol.</b> | People walking, driving, cycling along A38.<br>Low sensitivity. 2017 ES view location.                                                                                                      | ✗                                              |
| <b>VL9: Haw Wood, Community Forest PROW on Berwick Drive</b>                  | Recreational use, by walkers and cyclists, activity focussed on landscape. Medium sensitivity. 2017 ES view location.                                                                       | ✓                                              |
| <b>VL10: PROW from golf course to Brentry</b>                                 | Important Open Space (Elderberry Walk Open Space, Southmead), PROW and recreational route, PROW links to RHPG at Brentry. Medium sensitivity. 2017 ES view location.                        | ✓                                              |
| <b>VL11: Bristol Parkway Station</b>                                          | Key travel node to / from Bristol. Many users on trains and waiting on platforms. Forest of Avon area.<br>Medium sensitivity. 2017 ES view location.                                        | ✓                                              |
| <b>VL12: Southmead Road</b>                                                   | Drivers, walkers, cyclists, residents, workers on Southmead Road (key route). In Forest of Avon. Medium sensitivity. 2017 ES view location.                                                 | ✓                                              |
| <b>VL13: Bishopthorpe Road, Horfield</b>                                      | At edge of Important Open Space (Land at Kellaway Avenue, Horfield).<br>Recreation / residents. Medium sensitivity. 2017 ES view location.                                                  | ✓                                              |
| <b>VL14: Dragon Road / Down Road corner with HarCoombe Road, Winterbourne</b> | Forest of Avon. Within Settlement Boundary with oblique views and views across Green Belt countryside.<br>Residents, walkers, drivers, cyclists. Medium sensitivity. 2017 ES view location. | ✓                                              |
| <b>VL15A: Blaise Castle Estate (western end)</b>                              | RHPG (Blaise Castle and Hamlet), LHPG Blaise Castle, area of Important Open Space (Blaise                                                                                                   | ✗                                              |

| <b>View Location:</b>                                                 | <b>Visual Receptors and Reason for Selection:</b>                                                                                                                                                                                                                                                                                                    | <b>Type 4 Verified Wireframe Visualisation</b> |
|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| <b>VL15B: Blaise Castle Estate (PROW, north of Coombe Hill)</b>       | Castle, Henbury), Conservation Area. (Henbury for B and Kingsweston and Trym Valley for A), recreation, public access. High sensitivity. 2017 ES view locations.                                                                                                                                                                                     | ✓                                              |
| <b>VL16: Charlton Hayes: Charlton Boulevard / Borkley Street</b>      | Residential receptors. Medium sensitivity. 2017 ES view locations (formerly numbered VP-LPA-A)                                                                                                                                                                                                                                                       | ✓                                              |
| <b>VL17: A38 Approach – footway direction into Bristol</b>            | Drivers, walkers, cyclists; low sensitivity. 2017 ES view location (formerly numbered VP-LPA-B)                                                                                                                                                                                                                                                      | ✓                                              |
| <b>VL18: The Mall at Cribbs Causeway – raised footway on car park</b> | Pedestrians and car park users visiting The Mall. Low sensitivity. 2017 ES view location (formerly numbered VP-LPA-C)                                                                                                                                                                                                                                | ✓                                              |
| <b>VL19: The Mall at Cribbs Causeway – south of central entrance</b>  | Pedestrians visiting The Mall. Low sensitivity. 2017 ES view location (formerly numbered VP-LPA-D)                                                                                                                                                                                                                                                   | ✗                                              |
| <b>VL20: Okebourne Road Open Space</b>                                | Recreational use by local residents. Medium sensitivity. 2017 ES view location (formerly numbered VP-LPA-E)                                                                                                                                                                                                                                          | ✗                                              |
| <b>Considered but scoped out:</b>                                     |                                                                                                                                                                                                                                                                                                                                                      |                                                |
| <b>Almondsbury Intersection</b>                                       | Approach from M4 Wales onto M5 southbound. Raised carriageway. Drivers and passengers at speed. Low sensitivity. It is anticipated that any view of the tallest buildings would be fleeting, and the focus would be on the highway and driving, and therefore would not result in a significant visual effect and is scoped out from the 2021 LTVIA. |                                                |
| <b>Northville Millennium Green (Northville Road)</b>                  | Open Space (Millennium Green). Forest of Avon. Recreation, nearby residents. Medium sensitivity. 2017 ES identified no view. It is anticipated that any glimpse view of the tallest buildings would not result in a significant visual effect and therefore this is scoped out from the 2021 LTVIA.                                                  |                                                |
| <b>Royal Victoria Park, Brentry RHPG</b>                              | RHPG (Royal Victoria Park), LHPG (Brentry Hospital), area of Important Open Space (Brentry Hill), Conservation Area, informal footpaths, use by local residents. High sensitivity. 2017 ES identified no view and therefore this is scoped out from the 2021 LTVIA.                                                                                  |                                                |
| <b>Hollywood Estate Folly Tower</b>                                   | Historic garden, not previously open to the public, located at the Wild Place Project and which now has potential public access to the area in front of the Folly Tower. Viewshed analysis suggests                                                                                                                                                  |                                                |

| View Location: | Visual Receptors and Reason for Selection:                                                                                                                                                                                                                                                                                                                                      | Type 4 Verified Wireframe Visualisation |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
|                | only upper most storeys of tallest buildings visible and intervening trees prevent clear views. Recreational use with focus on the Wild Place Project rather than the surrounding landscape / townscape. It is anticipated that any glimpse view of the tallest buildings would not result in a significant visual effect and therefore this is scoped out from the 2021 LTVIA. |                                         |

11.5.71 The baseline description of each view and the visual amenity for each visual receptor, including information about the type and relative numbers of people likely to be affected, is set out within the **Visual Effects Assessment** in **Appendix F.3**, which also includes baseline representative photograph panoramas and the AVR1 occluded wirelines.

### Value of Views

11.5.72 All visual receptors are people. The value attached to the views experienced has regard to several factors, including recognition through a planning designation or heritage assets and the popularity of the viewpoint. **Table 3.6** in **Appendix F.1 LTVIA Methodology** sets out the criteria for determining the value of views from low to high.

11.5.73 As part of the baseline review, an assessment of value has been made for the views and visual amenity which may be affected by the Proposed Development. This is set out in detail in the **Visual Effects Assessment Table in Part 1 of Appendix F.3**.

### Baseline Evolution

11.5.74 Within the wider area, there are new developments currently being constructed and areas undergoing change and renewal, which is to be expected for an urban area with regeneration policies in place. As those works are completed, the townscape character and urban fabric will change over time from the 2022 baseline.

11.5.75 When Brabazon Phase 1 construction is completed, the baseline townscape elements for that area in the northern section of the Proposed Development, would have changed from the 2022 baseline. For example:

- **Scale, grain and massing:** Brabazon Phase 1 will change to completed medium scale and massing, that has a finer grain of built form than the current baseline for that area of the Site;
- **Appearance and Public Realm:** The Phase 1 area will be a high-quality mixed-use development with new buildings and public realm, including street tree planting, that will begin to enhance the appearance of this area of the Site;
- **Legibility:** As Phase 1 is built out, new legibility will have been created in that area of Brabazon, through the creation of new buildings and streets, areas of public realm and small open spaces.

11.5.76 People's future baseline views from Hayes Way, between Blenheim and Brabazon roundabouts, would incorporate partial and oblique views of the completed Brabazon Phase 1 buildings.

## Baseline Receptors Scoped Out of the Assessments

11.5.77 Townscape/landscape and visual receptors which are likely to experience change as a result of the Proposed Development, but which are not likely to experience a significant effect, have been scoped out of this LTVIA and are not considered further, as noted in the **Scoping Report**. These receptors are:

- National Landscape Character Area (NCA) - 118: Bristol, Avon Valleys and Ridges
- South Gloucestershire Landscape Character Assessment: Landscape Character Areas 13, 15, 18
- Listed Building: Aircraft Hangar, Single GS Type (16S)
- People's views from Almondsbury Intersection, Northville Millennium Green, Royal Victoria Park and the Hollywood Estate Folly Tower.

## Sensitivity of Townscape / Landscape and Visual Receptors

11.5.78 The detailed townscape/landscape and visual impact assessments are set out in the Townscape Effects Table in **Appendix F.4** and the Visual Effects Table in **Appendix F.3**. These impact assessments include judgements of receptors' susceptibility to change, which, combined with judgements on the baseline value attributed to receptors, provides an assessment of the overall sensitivity of each receptor. **Appendix F.1 LTVIA Methodology** sets out the typical scales of sensitivity and the criteria for determining susceptibility to change. A summary of overall sensitivity to change arising from the Proposed Development is set out below.

### Sensitivity of Townscape / Landscape Receptors

11.5.79 Overall sensitivity is assessed for townscape/landscape receptors as follows:

- High Sensitivity:
  - Listed Building: Aircraft Hangar Single GS Type (16U);
  - Listed Building: Pillbox at Filton Airfield; and
  - Listed Building: Aircraft Hangars (offsite) – 16M and 16S;
- Medium Sensitivity:
  - Townscape/landscape features within the Site;
- Low Sensitivity:
  - Character of the Site;
  - Scale, grain and massing of the Site;
  - Appearance of the Site;
  - Legibility of the Site; and
  - Public realm, open space and Public Rights of Way within the Site.

### Sensitivity of Visual Receptors

11.5.80 Overall sensitivity is assessed for visual receptors as follows:

- High Sensitivity: VL4 and VL5, VL15 and VL17;
- Medium Sensitivity: VL3, VL6 and VL7, VL9 to VL14 inclusive, VL16 and VL20; and
- Low Sensitivity: VL1 and VL2, VL8, VL17 to VL19 inclusive.

## 11.6 The Proposed Development

11.6.1 The Heights Parameter Plan sets out Proposed Development heights and the Land Use Parameter Plan sets out proposed land uses, including the following:

- Predominantly residential use (>90%) at building heights:
  - Up to 2, 3 and 4 storeys;
  - Up to 7 storeys; and
  - Up to 18 storeys and an area identified as appropriate for a residential landmark tall building up to 30 storeys;
- Mixed use development building heights:
  - Up to 7 and 12 storeys;
  - Up to 18 storeys and an area identified as appropriate for a mixed landmark tall building, up to 30 storeys or 136m above ground level, whichever is the lesser;
- Employment use building heights:
  - Up to 7 storeys;

11.6.2 The Landscape Parameter Plan includes provision for areas of green infrastructure, including water bodies. Green infrastructure within the Proposed Development would include informal open space, natural and semi-natural open spaces; outdoor sports provision, play area provision, and allotments. In addition, there will be areas of open water, landscape planting belts, and SUDs at grade.

## 11.7 Embedded Mitigation

11.7.1 The potential effects on townscape/landscape and visual resources have been a key consideration from the outset of the design process and throughout the evolution of the development proposals. The need to retain and accommodate key townscape/landscape elements, and the likely effects on receptors, influenced and guided the proposals. Primary mitigation measures have been developed through the iterative design process and are those which have become integrated or embedded into the scheme design, the 'embedded mitigation'.

11.7.2 Standard construction and operational management practices are those which will be adopted for avoiding and reducing environmental effects, such as tree protection fencing.

11.7.3 Embedded mitigation measures and standard construction and operational management practices are described in **Chapter 3** of this ES and embedded mitigation includes the separate Framework Construction Environmental Management Plan (CEMP) (**Appendix A.9**) and Design and Access Statement which accompanies the planning application. Key embedded mitigation measures incorporated into the parameter plans include:

- Retention of Filton Wood with open space buffer around southern edge;
- Retention of a green corridor along Henbury Trym watercourse;
- Creation of new green links, north to south across the site, to connect Filton Wood with Brabazon Park in front of the YTL Arena; Cribbs Causeway with Fishpool Hill and Charlton Common; and Charlton Hayes to Charlton Common and Brabazon Park.
- Retention of the lagoon to the east of the A38;
- Creation of open spaces throughout the development;
- Determining maximum acceptable building heights;
- Areas of existing woodland, hedgerows and trees to be retained;
- View created between listed hangars 16U and 16M, by removal of existing earth mound;
- Public space providing setting for listed hangar 16S;
- New tree planting including street trees throughout the development.

## 11.8 Assessment of Likely Effects

11.8.1 This section qualitatively considers the effects of the Proposed Development, against the existing baseline and taking into account the baseline evolution described in Section 11.5 above.

11.8.2 The detailed townscape/landscape and visual impact assessments are set out in the **Townscape Effects Table in Appendix F.4** and the **Visual Effects Table in Appendix F.3**. The results are summarised below. A comparison of the effects assessed in this 2022 LTVIA against those which were previously assessed in the 2017 LTVIA is set out in this chapter at **Table 11.2**. This demonstrates that the effects are similar to the extant planning consent scheme / 2017 LTVIA assessment and that the uplift scheme application results in one new significant effect.

### Construction

11.8.3 Construction of the Proposed Development will lead to temporary, adverse, changes in the townscape and to people's visual amenity. The construction operations are anticipated to include:

- Demolition and clearance of existing former runway, taxiways, hardstandings and vegetation removal to facilitate the construction works;
- Level changes and excavations;
- Site access and haulage routes using roads within the townscape;
- Construction plant: cranes, excavators, lorries;
- Disposal of material;
- Stockpile and material storage / compounds;
- Welfare facilities;

- Protective fencing to trees and hoardings to minimise visual effects of the construction works;
- Security and safety lighting; and
- The emergence of buildings and infrastructure, as they are built out.

11.8.4 The entire construction period would be circa 25-35 years, resulting in medium or long-term construction effects upon the townscape / landscape and people's views, that are temporary. However, it is important to note that the Proposed Development would be built out in phases across the Site, meaning that only some parts of the Site would be undergoing construction at any one time during that 40-year period. There would not be a situation where the entire Site is under construction at any one time. This has been taken into account in the townscape / landscape and visual effects assessments.

### Summary of Townscape/Landscape Effects During Construction

- 11.8.5 The townscape/landscape impact assessment identified direct and long-term, though temporary, adverse effects on the Site's scale, grain and massing; its legibility; and other townscape/landscape features, resulting in townscape/landscape effects which are of **moderate levels of significance**, during the construction period.
- 11.8.6 Effects during construction which are identified as adverse, direct, long-term temporary, and are of **minor levels of significance** are those upon the character and appearance of the Site; public realm / open space and Public Rights of Way within the Site.
- 11.8.7 Adverse and medium-term, temporary, effects of **minor levels of significance** were identified during construction for the listed Pillbox and WWI Hangar 16U (direct effects) which are located within the site and will be retained and integrated into the proposed development, and for WW1 Hangars 16M and 16S (indirect effects). Indirect effects occur as a result of obscuring views of the feature, seeing it within a construction site, and the use of protective hoardings. The DBA Heritage Statement, considers Heritage impacts upon these Listed Buildings in detail.

### Summary of Visual Effects During Construction

- 11.8.8 **Adverse**, direct and long term (temporary) visual effects during the construction period, which are of **major significance**, are assessed for people's views from VL4: Catbrain Hill and VL5: Fishpool Hill. Both of these locations have local and close up views to the Site, ranging from 0.16km to being on the Site boundary.
- 11.8.9 The assessment has identified **adverse**, direct and long or medium-term visual effects which are of **moderate levels of significance** and are therefore **significant**, for visual receptors at the following view locations during the construction period:
- VL1: Hayes Way, Concorde Roundabout;
  - VL2: Hayes Way, Brabazon Roundabout;
  - VL3: Earth Sculpture;
  - VL6: and VL7: Filton Golf Course;
  - VL8: A38 Gloucester Road
  - VL9: Haw Wood
  - VL15(B): Blaise Castle Estate, north of Coombe Hill

- VL17: A38 Approach.

11.8.10 All of these, except for VL9 and VL15(B), are located within 0.5km or shorter distance from the Site. VL9 is an elevated viewpoint at 1km from the Site, and VL15(B) is 2km to the southwest of the Site.

11.8.11 **Adverse**, direct and long or medium-term visual effects that are of **minor levels of significance** and **not significant** are assessed for the following visual receptor views:

- VL10: PROW from golf course to Brentry;
- VL11: Bristol Parkway Station;
- VL12: Southmead Road;
- VL14: Dragon Road / Down Road;
- VL16: Charlton Boulevard / Borkley Street
- VL18 and VL19 at the Mall, Cribbs Causeway.

11.8.12 Visual effects for visual receptors at VL13: Bishopthorpe Road are assessed as long-term, temporary but **neutral**, and of a **minor level of significance** that is **not significant**. **Adverse**, direct and long-term, temporary visual effects are identified during construction for visual receptors' views at VL20: Okebourne Open Space; these are a **negligible level of significance** and also **not significant**.

### Operation (Completion)

11.8.13 When the Proposed Development is completed and operating, it will be a new mixed-use, residential led development of varying building heights (up to 18-storeys with two tall buildings that are each up to 30 storeys), with associated infrastructure, street network and green infrastructure / public realm areas.

11.8.14 The townscape/landscape and visual effects of the Proposed Development will persist for the duration of its operational life, and therefore would be permanent effects.

### Summary of Townscape Effects at Operation (Completion)

11.8.15 **Beneficial** and long-term effects that are permanent and of **moderate levels of significance**, and therefore are **significant**, arise post-construction for the following townscape/landscape receptors:

- Listed buildings: Pillbox and WWI Hangars 16U and 16M;
- Character of the Site;
- Scale, grain and massing of the Site;
- Appearance of the Site;
- Legibility of the Site;
- Public realm, open space and Public Rights of Way within the Site; and
- Other townscape features within the Site.

11.8.16 These effects arise as a result of the design principles for the Proposed Development, as set out on the parameter plans, being a core component of the planned new neighbourhood and positively contributing to achieving, and being a good fit with, established planning objectives of: Core Strategy policies CS25 and CS26; the Cribbs/Patchway New Neighbourhood Development Framework SPD; and South Gloucestershire Policies Sites and Places Plan (Proposed Submission, June 2016) Policy PSP1 Local Distinctiveness. It can therefore be said that the development would accord with the planned changes to townscape character and features.

11.8.17 The Proposed Development would acknowledge the former airfield's use via the proposed layout, including main access routes, public realm areas and public open space. Retention and incorporation of the key features identified in the baseline study reduces negative effects; such as the retention of high-quality trees and the Filton Wood buffer of new open space. It is anticipated that retention of these elements, together with the new green infrastructure framework, provision of new parks and associated tree planting including street tree planting, would positively contribute to the establishment and integration of the new townscape character.

### **Summary of Visual Effects at Operation (Completion) and at 15 Years After Planting**

11.8.18 The scale, massing and parameter heights of the Proposed Development have been assessed, taking into account that within the townscape neighbourhood, there is a certain level of expectation for, and planned, regeneration, redevelopment and renewal; and, therefore, the anticipation of change to buildings, built form and public realm to take place over time.

11.8.19 In people's local views from within the urban environment, where the Proposed Development is considered to have beneficial visual effects, these arise as a result of positively contributing to, and being a good fit with: achieving established planning objectives; providing distinctive building forms; creation of new public realm; and the creation of a new focal / skyline feature which provides interest to the view, provides a distinctive landmark or gateway, enables visual orientation and creates a strong visual identity to the townscape, in the context of the planned new neighbourhood. However, the actual impact on these views will be dependent on the final detail design of buildings and phases of development, considered use of materials and the detailed landscape design of the public realm, open space and green infrastructure areas.

11.8.20 Adverse effects are identified where the Proposed Development in people's views is much greater than, and appears to diminish, the scale of adjacent built form, and/or detracts from the existing focus of the view, and/or creates confusing contrast, and/or negatively draws attention to the proposed development; and/or creates an abrupt visual change in the view.

11.8.21 **Adverse**, long term visual effects which are of **major levels of significance**, and therefore **significant**, are assessed for people's views from VL4: Catbrain Hill and VL5: Fishpool Hill. Visual receptors at these locations have local and close up views of the completed development, ranging from 0.16km to being on the Site boundary.

11.8.22 **Beneficial**, long-term visual effects which are of **moderate levels of significance** and **significant** are assessed for the following viewpoints post-construction:

- VL2: Hayes Way;
- VL6: and VL7: Filton Golf Course;
- VL8: A38 Gloucester Road
- VL17: A38 Approach.

11.8.23 Long-term visual effects are assessed as being of a **moderate level of significance** and **adverse**, and which are therefore significant, for visual receptors' views from VL3: Earth Sculpture and VL15: Blaise Castle Estate, north of Coombe Hill.

11.8.24 Visual effects which are long term and of **minor levels of significance** that are **not significant**, are assessed for receptors' views from:

- VL1 Hayes Way, Concorde Roundabout (beneficial)
- VL9 Haw Wood (beneficial)
- VL10 PROW from golf course to Bentry (adverse);
- VL11: Bristol Parkway Station (beneficial)
- VL12 Southmead Road (beneficial);
- VL13: Bishopthorpe Road (neutral);
- VL14 Dragon Road/Down Road (adverse);
- VL16: Charlton Boulevard / Borkley Street (beneficial); and
- VL18 and VL19 The Mall (**adverse**).

11.8.25 **Adverse**, direct and long-term, temporary visual effects are identified at completion for visual receptors' views at VL20: Okebourne Open Space; these are a **negligible level of significance** and also **not significant**.

11.8.26 Because the Proposed Development is at outline stage, the Site is located within an urban area, and there are not full landscape planting details available for the Proposed Development, the proposals are assessed based on the parameter plans and informed by the Design and Access Statement. After 15 years with the primary mitigation as incorporated in the parameter plans, and existing vegetation considered, the degree of variation of visual effects is not sufficient to alter the predicted magnitude of change from the post-construction (on completion) period. It is anticipated that secondary mitigation (see section below) would be delivered by the detailed design for each of the phases and will be the time when most of the landscape and visual mitigation will be shaped and delivered; at which stage, the role of tree and other landscape planting in softening the visual appearance of the proposed development and further reducing townscape / landscape and visual effects can be determined through further visual impact assessment, if appropriate.

## 11.9 Comparison of Townscape and Visual Effects Assessments 2022 and 2017

11.9.1 To demonstrate the assessed townscape/landscape and visual effects of the Proposed Development, compared to those assessed in the 2017 LVIA, comparison summary tables are set out at **Table 11.3** and **Table 11.4**. **Table 11.2** sets out the Legend used for the comparison tables. The summary tables set out comparison of the assessed type of effect (i.e. whether the effect is adverse or beneficial) and levels of significance (i.e. whether the effect is significant or not significant). For visual effects, reference should also be made to **Appendix F.3**, which includes **comparative verified views**.

Table 11.2: Legend for Comparison Tables

| Item Description                      | Comparison Table Representation |
|---------------------------------------|---------------------------------|
| Type of Effect: Adverse               |                                 |
| Type of Effect: Neutral               |                                 |
| Type of Effect: Beneficial            |                                 |
| Significant Effect (in EIA terms)     | ✓                               |
| Not Significant Effect (in EIA terms) | ✱                               |

11.9.2 In addition, where there is a change to the assessment value, that change is identified for the relevant receptor, with a commentary explanation provided.

Table 11.3: Comparison of Townscape Effects Assessments 2017 and 2022

| Townscape Receptor                          | 2017 LVIA                        |           | 2022 LTVIA                |           |
|---------------------------------------------|----------------------------------|-----------|---------------------------|-----------|
|                                             | Demolition & Construction        | Operation | Demolition & Construction | Operation |
| Aircraft Hangar 16U                         | ✱                                | ✓         | ✱                         | ✓         |
| Pillbox                                     | ✱                                | ✓         | ✱                         | ✓         |
| Aircraft Hangar 16M                         | ✱                                | ✓         | ✱                         | ✓         |
| Character of the Site                       | ✱                                | ✓         | ✱                         | ✓         |
| Site's Scale, Grain and Massing             | <i>Not separately identified</i> | ✓         | ✓                         | ✓         |
| Site's Appearance                           | ✱                                | ✓         | ✱                         | ✓         |
| Site's Legibility                           | <i>Not separately identified</i> | ✓         | ✱                         | ✓         |
| Site's Public Realm, Open Space and PROW    | ✱                                | ✓         | ✱                         | ✓         |
| Site's Other Landscape / Townscape Features | ✓                                | ✓         | ✓                         | ✓         |

Table 11.4: Comparison of Visual Effects Assessments 2017 and 2022

| Visual Receptor                                                        | 2017 LVIA                 |           | 2022 LTVIA                |                                                                                                                                                          |
|------------------------------------------------------------------------|---------------------------|-----------|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                        | Demolition & Construction | Operation | Demolition & Construction | Operation                                                                                                                                                |
| VL1: Hayes Way at Concorde Roundabout                                  | ✓                         | ✱         | ✓                         | ✱<br><i>Magnitude increased to Moderate but no change to significance</i>                                                                                |
| VL2: Hayes Way at Brabazon Roundabout                                  | ✓                         | ✓         | ✓                         | ✓<br><i>Changed to beneficial as a result of stepped form in parameters and positive response in scale to road.</i>                                      |
| VL3: Earth Sculpture, land south of Cribbs Causeway (edge of Patchway) | ✓                         | ✓         | ✓                         | ✓                                                                                                                                                        |
| VL4: Road on Catbrain Hill adjacent to housing at Medlar Close         | ✓                         | ✓         | ✓                         | ✓                                                                                                                                                        |
| VL5: Fishpool Hill (end of road, emergency access to airfield)         | ✓                         | ✓         | ✓                         | ✓                                                                                                                                                        |
| VL6: Filton Golf Course (high point)                                   | ✓                         | ✓         | ✓                         | ✓                                                                                                                                                        |
| VL7: Filton Golf Course, from PROW outside Golf Club House at 85m AOD  | ✓                         | ✓         | ✓                         | ✓                                                                                                                                                        |
| VL8: A38 Gloucester Road, eastern footpath on A38 approach to Bristol. | ✓                         | ✓         | ✓                         | ✓                                                                                                                                                        |
| VL9: Haw Wood, Community Forest PROW on Berwick Drive                  | ✓                         | ✱         | ✓                         | ✱                                                                                                                                                        |
| VL10: PROW from golf course to Brentry                                 | ✱                         | ✱         | ✱                         | ✱                                                                                                                                                        |
| VL11: Bristol Parkway Station                                          | ✱                         | ✓         | ✱                         | ✱<br><i>Magnitude of visual change reduces to slight due to Overhead Line Equipment (OLE) in baseline view and reduced sight of Proposed Development</i> |

| Visual Receptor                                                        | 2017 LVIA                 |           | 2022 LTVIA                                                                                                                     |                                                                                                                                                                                     |
|------------------------------------------------------------------------|---------------------------|-----------|--------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                        | Demolition & Construction | Operation | Demolition & Construction                                                                                                      | Operation                                                                                                                                                                           |
| VL12: Southmead Road                                                   | *                         | *         | *                                                                                                                              | *                                                                                                                                                                                   |
| VL13: Bishopthorpe Road, Horfield                                      | *                         | *         | *                                                                                                                              | *                                                                                                                                                                                   |
| VL14: Dragon Road / Down Road corner with HarCoombe Road, Winterbourne | *                         | *         | *                                                                                                                              | *                                                                                                                                                                                   |
| VL15B: Blaise Castle Estate (PROW, north of Coombe Hill)               | *                         | *         | ✓<br><i>Uplift in heights result in greater visibility from this sensitive location and thus magnitude increases to slight</i> | ✓<br><i>Uplift in heights result in greater visibility from this sensitive location and thus magnitude increases to slight and type of effect changes to adverse at completion.</i> |
| VL16: Charlton Hayes: Charlton Boulevard / Borkley Street              | ✓                         | *         | *                                                                                                                              | *                                                                                                                                                                                   |
|                                                                        |                           |           | <i>2022 baseline view includes street tree planting which filters views of construction and reduced magnitude to slight</i>    |                                                                                                                                                                                     |
| VL17: A38 Approach – footway direction into Bristol                    | ✓                         | ✓         | ✓                                                                                                                              | ✓                                                                                                                                                                                   |
| VL18: The Mall at Cribbs Causeway – raised footway on car park         | *                         | *         | *                                                                                                                              | *                                                                                                                                                                                   |
| VL19: The Mall at Cribbs Causeway – south of central entrance          | *                         | *         | *                                                                                                                              | *                                                                                                                                                                                   |
| VL20: Okebourne Road Open Space                                        | *                         | *         | *                                                                                                                              | *                                                                                                                                                                                   |

- 11.9.3 The Proposed Development results in betterment of visual effects for visual receptors at VL2 Hayes Way at Brabazon Roundabout. This arises due to the parameters heights and massing being stepped in the 2022 scheme, providing interest to built form and roofscapes, positive response to the Site boundary with the existing road and enhanced visual orientation in comparison to the scheme assessed in the 2017 LVIA.
- 11.9.4 The Proposed Development would have greater magnitude of change to the view for receptors at VL1 Hayes Way at Concorde Roundabout; this arising due to new built form within the foreground of the baseline view being of a lower height than had been assumed in the 2017 LVIA. This change, however, does not alter the assessed level of significance since the 2017 LVIA.

- 11.9.5 The baseline views of the Site are reduced for visual receptors at VL11 Bristol Parkway Station due to the OLE that has been installed since 2017, and VL16 Charlton Boulevard due to street trees which have been planted since 2017. These changes to the baseline foreground and midground views, mean that the visual effects of the Proposed Development at construction and at completion are reduced.
- 11.9.6 The Proposed Development results in greater adverse visual effects for visual receptors at VL15B Blaise Castle Estate, PROW on Coombe Hill. This occurs due to the uplift in height parameters for the Proposed Development in comparison to the scheme assessed in the 2017 LVIA, and that a greater amount of new development would be seen in the background and on the skyline, in this view from a high sensitivity landscape which is on the Register of Parks and Gardens of Special Historic Interest. Although the magnitude is assessed as slight, when combined with the high sensitivity of the visual receptor, the adverse effect is of a moderate level of significance which is significant.

## **11.10 Further Mitigation and Enhancement**

- 11.10.1 There is significant potential for secondary mitigation measures, and for the reduction of the identified townscape/landscape and visual adverse effects, to be delivered during detailed design at the reserved matters stages. Types of secondary mitigation that are likely to form typical reserved matters applications and conditions are summarised below.

### **Locate Buildings to Minimise Impacts**

- 11.10.2 There will be opportunity at detailed design stage to refine the locations of taller buildings within proposed land uses, to minimise visual impacts; for example, the two proposed landmark tall buildings (up to 30 storeys each). The information in the ZTV plans Figures 11.3 to 11.5 inclusive and the results of this LTVIA can be utilised to guide detailed design to minimise visual impacts.
- 11.10.3 The overall landscape structure throughout the development would be enhanced by the establishment of trees on streets and in squares or courtyards and gardens. Careful design of buildings to incorporate good sized street tree planting, as well as to work with existing Site levels, to minimise cut and fill, and avoid steep drives and high retaining walls would assist with reducing visual effects.

### **Scale of Buildings and Use of Materials**

- 11.10.4 The scale and height of development as set out in the parameter plans have been designed to be acceptable limits within the townscape and Site's context, taking into account the planned regeneration for the neighbourhood and current planning policy. As noted above, there will be opportunity at detailed design stage to refine the locations of taller buildings to minimise visual impacts, and the results of this LTVIA can be utilised to guide detailed design to minimise visual impacts.
- 11.10.5 In addition, development would take design references from the local vernacular and the design principles set out in the Design and Access Statement. Considered use of colour, materials and textured finishes is recommended to minimise unnecessary or unintended visual impacts upon views from the wider area, and to aid integration within the urban surroundings.

### **Minimise Night-Time Lighting Impacts**

- 11.10.6 The Site is located within an existing lit urban area, and within context of existing buildings, streets and consented future uses, including the YTL Arena at operation, that are or will also be lit at night. Any slight adverse impacts of lighting can be avoided by development control and detailed design. Careful consideration would be given to the height and type of street, amenity and building lighting to reduce adverse night-time lighting effects. Tree planting can also be used to help filter lighting effects and reduce adverse visual effects on the wider area.

### Provide Additional Screening and Reinforcement of Existing, Retained Townscape/Landscape Features

11.10.7 This would be achieved by reinforcing tree planting around Filton Wood, to the south of the earth sculpture and along the Henbury Trym watercourse corridor, to provide successive planting for the future.

### Establish a Strong Landscape Structure Within the Site

11.10.8 The parameter plans indicate a green infrastructure framework which includes for the retention of existing vegetation and mature trees where possible and practicable. It is expected that there would be new woodland and landscape planting around Filton Wood, extending south through the proposed green corridor; and there is opportunity for detailed design to incorporate new street tree planting along principal routes, squares and gardens; new tree and landscape planting within the Brabazon Park and other open spaces; and new tree / landscape planting to the Site's boundaries.

11.10.9 A strong landscape structure will help to create a strong sense of place and distinctive character, create an attractive environment within which to live and work, and help to soften the appearance of development in the urban area.

### 11.11 Residual Effects

11.11.1 Residual effects are those that are predicted to remain after implementation of the embedded and further mitigation measures previously described. Residual effects can be short, medium or long term in nature.

11.11.2 At this outline stage, and without the benefit of detailed design for the entire Proposed Development, it is not possible to be prescriptive about the precise nature of the further mitigation measures. However, the further mitigation measures which have been described at **Section 11.10** broadly correspond with adopted planning policies, and the landscape parameter plan provides a robust structure and green infrastructure framework. Therefore, as the approval of these matters is within the control of the local planning authority, confidence can be placed in their delivery.

11.11.3 The orientation of individual dwellings and the considered locations of taller buildings in less sensitive locations, the scale of buildings, the colour and types of materials used and extensive tree planting and strong landscape structure throughout the development parcels will reduce the adverse visual effects upon views.

11.11.4 **Table 11.5** identifies the significant residual effects predicted to remain after the application of further (secondary) mitigation measures. All effects in **Table 11.5** are **adverse** in nature and are of reasonable certainty.

Table 11.5: Residual Adverse Significant Townscape/Landscape and Visual Effects

| <b>Receptor</b>                                   | <b>Overall Sensitivity of Receptor</b> | <b>Level of Significance During Construction with Embedded Mitigation (as per Parameter Plans) Medium or Long Term</b> | <b>Level of Significance at Completion with Embedded Mitigation after 15years (as per Parameter Plans) Long Term</b> | <b>Level of Significance with Further (Secondary) Mitigation after 15yrs Long Term</b> |
|---------------------------------------------------|----------------------------------------|------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| Site Features: Scale, Grain and Massing           | Low                                    | <b>Moderate</b>                                                                                                        | --                                                                                                                   | --                                                                                     |
| Site Features: Other Townscape Features           | Medium                                 | <b>Moderate</b>                                                                                                        | --                                                                                                                   | --                                                                                     |
| VL1: Hayes Way, Concorde Roundabout               | Low                                    | <b>Moderate</b>                                                                                                        | --                                                                                                                   | --                                                                                     |
| VL2: Hayes Way, Brabazon Roundabout               | Low                                    | <b>Moderate</b>                                                                                                        | --                                                                                                                   | --                                                                                     |
| VL3: Earth Sculpture                              | Medium                                 | <b>Moderate</b>                                                                                                        | <b>Moderate</b>                                                                                                      | <b>Moderate</b>                                                                        |
| VL4: Catbrain Hill                                | High                                   | <b>Major</b>                                                                                                           | <b>Major</b>                                                                                                         | <b>Moderate</b>                                                                        |
| VL5: Fishpool Hill                                | High                                   | <b>Major</b>                                                                                                           | <b>Major</b>                                                                                                         | <b>Moderate</b>                                                                        |
| VL6: Filton golf course (high point)              | Medium                                 | <b>Moderate</b>                                                                                                        | --                                                                                                                   | --                                                                                     |
| VL7: Filton golf course from PROW                 | Medium                                 | <b>Moderate</b>                                                                                                        | --                                                                                                                   | --                                                                                     |
| VL8: A38, Gloucester Road, eastern footpath       | Low                                    | <b>Moderate</b>                                                                                                        | --                                                                                                                   | --                                                                                     |
| VL9: Haw Wood                                     | Medium                                 | <b>Moderate</b>                                                                                                        | --                                                                                                                   | --                                                                                     |
| VL15B Blaise Castle Estate – north of Coombe Hill | High                                   | <b>Moderate</b>                                                                                                        | <b>Moderate</b>                                                                                                      | <b>Moderate</b>                                                                        |
| VL17: A38 Approach                                | Low                                    | <b>Moderate</b>                                                                                                        | --                                                                                                                   | --                                                                                     |

11.11.5 It is assumed that the application of the identified further mitigation measures would further enhance the Proposed Development for those receptors which have been predicted to experience beneficial effects. It is considered, therefore, for the purpose of this LTVIA, that the beneficial effects would remain, in the worst case, to be at least as predicted at the post-construction with primary mitigation after 15yrs stage (as per the parameter plans). These are summarised in **Table 11.6**.

Table 11.6: Residual Beneficial Significant Townscape/Landscape and Visual Effects

| Receptor                                                         | Overall Sensitivity of Receptor | Level of Significance Post-construction with Embedded Mitigation after 15years (as per Parameter Plans) Long Term | Level of Significance with Further Mitigation after 15yrs Long Term |
|------------------------------------------------------------------|---------------------------------|-------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| Listed Building: Aircraft Hangar 16U                             | High                            | Moderate                                                                                                          | Moderate                                                            |
| Listed Building Pillbox                                          | High                            | Moderate                                                                                                          | Moderate                                                            |
| Listed Building: Aircraft Hangar (offsite) 16M                   | High                            | Moderate                                                                                                          | Moderate                                                            |
| Site Features: Character of the Site                             | Low                             | Moderate                                                                                                          | Moderate                                                            |
| Site Features: Scale, grain and Massing                          | Low                             | Moderate                                                                                                          | Moderate                                                            |
| Site Features: Appearance                                        | Low                             | Moderate                                                                                                          | Moderate                                                            |
| Site Features: Legibility                                        | Low                             | Moderate                                                                                                          | Moderate                                                            |
| Site Features: Public Realm, Open Space and Public Rights of Way | Low                             | Moderate                                                                                                          | Moderate                                                            |
| Site Features: Other Townscape Features                          | Medium                          | Moderate                                                                                                          | Moderate                                                            |
| VL2: Hayes Way                                                   | Low                             | Moderate                                                                                                          | Moderate                                                            |
| VL6: Filton Golf Course (high point)                             | Medium                          | Moderate                                                                                                          | Moderate                                                            |
| VL7: Filton Golf Course from PROW                                | Medium                          | Moderate                                                                                                          | Moderate                                                            |
| VL8: A38 Gloucester Road, eastern footpath                       | Low                             | Moderate                                                                                                          | Moderate                                                            |
| VL17: A38 Approach                                               | Low                             | Moderate                                                                                                          | Moderate                                                            |

## 11.12 Cumulative Townscape / Landscape and Visual Effects

11.12.1 The cumulative effects assessment considers the additional changes which would occur as a result of the Proposed Development in conjunction with other similar developments, or the combined effect of a set of developments, taken together.

11.12.2 The lists of Committed Developments in the Scoping Report and Scoping Opinion have been reviewed to determine which to include in the cumulative townscape / landscape and visual effects assessment. Developments which have already been constructed are considered through the 2022 baseline and therefore are excluded from the cumulative assessment. Developments which are known to be under construction at the time of the LTVIA, are considered to be future baseline, and therefore are excluded from the cumulative assessment. The CPNN allocation is overarching and many of the Committed Developments are within the allocation area; additionally, the allocation is considered in the assessment as part of the planned change for the neighbourhood. The CPNN therefore is not separately assessed for

cumulative effects. Application Site C – Temporary Car Park P19/16741/F is considered to be a meanwhile use of the Site during the construction phase of the Proposed Development, and therefore is not included in the cumulative effects assessment.

11.12.3 The remaining Committed Developments which are considered with the Proposed Development in this cumulative effects assessment, are set out in Table 11.7.

Table 11.7: Cumulative Developments

| Location and Committed Development Reference                                                     | Application Number | Description of Development                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Status                    |
|--------------------------------------------------------------------------------------------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| Application Site A – YTL Arena complex comprises the Brabazon Hangars BS34 7DU<br><br><b>CD1</b> | 19/05500/P         | Hybrid planning application comprising: the demolition of existing ancillary buildings and structures; full details associated with the change of use of, and associated external alterations to, the Brabazon Hangar buildings from Class B8 use to a mixture of Class D1, D2, A1, A3, A4 and B1a uses, along with outline details associated with infrastructure works including: revised vehicular access arrangements; redevelopment and reorganisation of the former aircraft apron to provide parking, servicing and associated infrastructure provision; plus associated landscaping, service infrastructure and other associated works and improvements. | Approved April 2021       |
| Application Site B – West Way<br><br><b>Inherent part of CD1</b>                                 | P19/16740/F        | Amendments to the existing highway and highway junction at Charlton Road and West Way.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Approved April 2021       |
| Application Site D – Pedestrian Bridge<br><br><b>Inherent part of CD1</b>                        | P19/16742/F        | Construction of a new pedestrian bridge linking the former Filton Airfield and the Brabazon Hangar site over the Henbury Loop railway line, including associated demolition, earthworks, and landscaping.                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Approved April 2021       |
| Land at Norton Farm<br><br><b>CD2</b>                                                            | PT18/6360/F        | Demolition of existing buildings and erection of 30no dwellings. Resolution to grant 2021.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Resolution to Grant, 2021 |

| Location and Committed Development Reference                                                                  | Application Number | Description of Development                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Status                   |
|---------------------------------------------------------------------------------------------------------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| <b>CD3</b>                                                                                                    | P20/05916/F        | Erection of mixed-use development comprising of Hotel and Restaurant, Supermarket, Coffee Shop with Drive Thru Facility and multi-use building (comprising flexible combinations of Use (Class A1) shops, (Class A2) financial and professional, (Class A3) food and drink, (Class A5) hot food takeaways, (Class B1) business, (Class D1) non-residential institutions, and (Class D2) Assembly and Leisure).                                                                                                                                                                                                                                                                                                                                                                                                                     | Approved<br>23.04.2021   |
| Land off<br>Charlton Road,<br>Filton Bristol<br>South<br>Gloucestershire<br>BS10 6LB<br><br><b>CD4</b>        | PT15/4165/F        | Proposed Development of 80 dwellings (use class C3 including affordable homes), open space (including children's play space and improvements to Charlton Common), sustainable urban drainage, vehicular access, pedestrian and cycle accesses, pumping station and related infrastructure and engineering works.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Approved May<br>2019     |
| Asda extension<br>Highwood Lane<br>Patchway<br>Bristol South<br>Gloucestershire<br>BS34 5TL<br><br><b>CD5</b> | PT15/4386/O        | Alterations and reconfiguration of the Site with access to be determined (Outline) all other matters reserved including the erection of up to 14,674sqm of new buildings for uses within Use Classes A1 (shops) up to 12,723sqm, A3 (restaurants and cafes) up to 1,665sqm, A4 (drinking establishments) up to 930sqm, A5 (hot food take-away) up to 116sqm and D2 (assembly and leisure) up to 1,951sqm. Alterations to the front elevation of the Asda store (including removal and replacement of existing entrance structures), altered circulation, servicing and car parking layout (including alterations to lighting and landscaping), relocation and re-provision of bus stops and bus turning facility. Demolition of existing filling station and car wash and erection of new filling station. Provision of new public | Approved<br>January 2017 |

| Location and Committed Development Reference | Application Number | Description of Development                          | Status |
|----------------------------------------------|--------------------|-----------------------------------------------------|--------|
|                                              |                    | realm, including public space and landscaped areas. |        |

### Cumulative Townscape Effects

11.12.4 In terms of cumulative visual effects, the following townscape receptors in the LTVIA have been scoped out of this cumulative assessment, as they will not be subject to direct effects because of the cumulative developments:

- Listed buildings: Aircraft Hangars 16U and 16M and Pillbox,
- Townscape elements of Brabazon:
  - character of the Site,
  - scale, grain and massing,
  - appearance,
  - legibility,
  - public realm, open space and public rights of way, and
  - other townscape/landscape features including vegetation, watercourse and runway.

### Cumulative Visual Effects

11.12.5 In terms of cumulative visual effects, visual receptors at the following LTVIA view locations have been assessed as receiving cumulative visual effects. It is considered that beyond 3km, cumulative visual effects would not be significant.

#### VL5: Fishpool Hill

11.12.6 CD4 comprises a development of 80 dwellings, with associated open space and infrastructure. Partial views of CD4 rooflines and upper storeys are anticipated to be seen behind Fir Tree Cottage and existing buildings, from this location. The addition of the Proposed Development would be an **adverse** cumulative combined visual effect of a moderate magnitude of change, combined with a high sensitivity of the visual receptor at this location; and leading to **moderate levels of significance of effects** during construction and on completion.

#### VL6 and VL7: views from Filton Golf Course

11.12.7 CD1 comprises re-purposing of the Brabazon Hangar to create the YTL Arena. There would be no changes to the overall height or mass of the hangar, but there would be new lighting and roof apparatus which are likely to be partially seen in this view in combination with the Proposed Development. However, much of CD1 would be filtered by intervening vegetation or screened by the rear of the hangar. The addition of the Proposed Development would result in a cumulative combined visual effect no greater than moderate **adverse** during construction and moderate **beneficial** at completion. Due to the medium sensitivity of the visual receptors at these locations, the cumulative visual effects would be of **moderate levels of significance** and therefore '**significant**'.

### VL9: Haw Wood

11.12.8 CD2 comprising 30 dwellings is anticipated to be just visible in the cumulative view, for visual receptors looking further to the southeast at this location. Intervening vegetation would limit views, such that construction works and rooflines at completion of CD2 would just be perceptible above that vegetation. It is therefore considered that the addition of the Proposed Development would lead to cumulative combined visual effects that would be a moderate magnitude of change during construction with adverse effects that are of a moderate level of significance and therefore significant; but that on completion these would be no greater than slight magnitude of change and with an overall balanced judgement of beneficial effects, which would therefore be of a **minor level of significance** and **not significant**.

### Other Cumulative Visual Effects

11.12.9 The ZTV plans indicate that CD3 would have very little to no intervisibility with the Proposed Development and therefore cumulative visual effects arising from CD3 and the Proposed Development in combination are considered to be not significant.

11.12.10 It is anticipated that CD5 would be partially seen in combination with the upper levels of the tallest elements of the Proposed Development, including top levels of the two tall buildings, but within the wider roofscape and urban context of the surrounding townscape. Cumulative visual effects arising from the Proposed Development in addition to CD5 are therefore considered to be slight to negligible, adverse at construction and beneficial on completion; and are considered to be not significant.

## 11.13 Monitoring

11.13.1 The proposed embedded mitigation measures would be monitored to check they deliver the desired level of mitigation initially through the detailed design and planning approvals process and also through the planning conditions associated with the extant planning permission. When the development is built out, checks will include ensuring that the public realm areas, open spaces and planting are implemented and managed appropriately.

## 11.14 Summary

11.14.1 A landscape townscape and visual impact assessment (LTVIA) was conducted in February 2022 by Stantec UK Limited (Stantec) to identify the positive and negative effects, and the significance of those, upon the landscape / townscape as an environmental resource in its own right and upon people's views and visual amenity, which are likely to result from the Proposed Development. A prior landscape and visual impact assessment (LVIA) was prepared in 2017 by Stantec (at that time known as PBA), as part of the 2017 ES that was submitted in support of the now extant planning consent.

11.14.2 The assessment was undertaken using a methodology based upon the Landscape Institute / Institute of Environmental Management and Assessment 'Guidelines for Landscape and Visual Impact Assessment' (3rd Edition, 2013) (GLVIA3) and other relevant guidance, combined with our professional experience and judgement. The assessment uses 2022 as the baseline year, during which time the visual survey was carried out. Scenarios assessed were during construction, on completion and at 15 years after planting.

11.14.3 A computer model, based on landform data, was used to establish the theoretical extent of the surrounding area from which the Proposed Development is likely to be seen. Visual receptors' view locations were selected, to assess local, medium and long-distance views of the Proposed Development from public rights of way, long distance footpaths, roads and the edges of residential areas. The landscape / townscape and visual receptors were agreed through consultation with SGC and are the same as the receptors assessed in the 2017 LVIA. Visual representations of the maximum parameters of the Proposed Development are

provided at **Appendix F.3**, together with the previously prepared visualisations for the 2017 LVIA.

- 11.14.4 The character of the Site is influenced by its former use as an airfield and the regeneration associated with the extant planning consent; the main east-west runway, taxiways, large scale hangars with mature tree planting at the northern boundary with associated former airfield buildings, and areas of hardstanding associated with the airfield use remain visible within the site. Brabazon Phase 1 is currently being built and includes some completed dwellings – this has been considered as baseline evolution. Some parts of the Site are being used for storage and other meanwhile uses. The Site forms a large area of open space within the urban area and has an open and expansive character, though one which is undergoing change and regeneration. Slightly higher landform runs through the centre of the airfield from north to south, creating a visual watershed which prevents views from end to end of the runway. There is a WW1 Pillbox and Aircraft Hangar that are Listed Buildings within the Site, and two other WW1 Aircraft Hangars on land next to the Site.
- 11.14.5 The construction period would be circa 25-35 years, resulting in medium or long-term construction effects upon the townscape / landscape and people's views, that are temporary. The Proposed Development would be built in different phases across the Site, meaning that construction would only occur in some parts of the Site at any one time. Direct and long-term, though temporary, adverse effects on the Site's scale, grain and massing; its legibility; and other townscape/landscape features, resulting in effects which are of moderate levels of significance, were assessed for the construction period. Adverse, direct, long-term temporary, and of minor levels of significance were assessed at construction upon the character and appearance of the Site; public realm / open space and Public Rights of Way within the Site. Adverse and medium-term, temporary, effects of minor levels of significance were identified during construction for the listed Pillbox and WWI Hangar 16U (direct effects) which are located within the site and would be retained and integrated into the proposed development, and for WW1 Hangars 16M and 16S (indirect effects).
- 11.14.6 Adverse, direct and long term, temporary, effects during construction which are of major significance are assessed for people's views from VL4: Catbrain Hill and VL5: Fishpool Hill. People at these locations have local and close up views to the site, ranging from 0.16km to being on the Site boundary. The assessment also identified adverse, direct and long or medium-term visual effects during construction, which are of moderate levels of significance and significant, for VL1, VL2, VL3, VL6, VL7, VL8, VL9, VL15B and VL17. Of these, only VL9 and VL15(B) are located more than 0.5km from the Proposed Development. Visual effects for receptors at VL13 were identified as neutral and not significant at construction. The remaining visual receptors, VL10, VL11, VL12, VL14, VL16, VL18 and VL19 were all assessed as receiving adverse, direct and either long or medium-term effects that are not significant.
- 11.14.7 When the Proposed Development is completed, it will be a new mixed-use, residential led development of varying building heights up to 18-storeys and in addition two tall buildings that are up to 30 storeys each. There will be associated infrastructure, street network and green infrastructure / public realm areas. The townscape/landscape and visual effects of the completed Proposed Development would be permanent. Beneficial and long-term effects that are permanent and of moderate levels of significance, and therefore are significant, arise post-construction for the character of the Site; scale, grain and massing; appearance; legibility, public realm, open space and PROW; and the listed Pillbox and WWI Hangar 16U (direct effects) which are located within the site and WW1 Hangars 16M and 16S (indirect effects) situated next to the Proposed Development.
- 11.14.8 In people's local views from the surrounding urban area, beneficial visual effects are judged to occur where the completed Proposed Development positively contributes to and is a good fit with achieving established planning objectives; provides distinctive building forms; creates new public realm; and creates a new focal / skyline feature which provides interest to the view, creates a distinctive landmark or gateway, enables visual orientation and the creation of a strong visual identity to the townscape, all within the context of the planned new neighbourhood. The actual impact on people's views will be dependent on the final detail

design of buildings and phases of development, the considered use of materials and the detailed landscape design of the public realm, open space and green infrastructure areas. Beneficial, long-term visual effects which are of moderate levels of significance, and therefore are significant, are assessed at completion for VL2, VL6, VL7, VL8 and VL17.

- 11.14.9 Adverse visual effects on completion and at 15 years after planting are identified where the Proposed Development is seen in people's views as much greater than, and appears to diminish, the scale of adjacent built form, and/or detracts from the existing focus of the view, and/or creates confusing contrast, and/or negatively draws attention to the proposed development; and/or creates an abrupt visual change in the view. Adverse, long term visual effects which are of major levels of significance, and therefore significant, are assessed for people's views from VL4 and VL5, which have local and close up views of the completed development, ranging from 0.16km to being on the Site boundary. Long term visual effects on completion and at 15 years after planting are assessed as moderate levels of significance, that are significant and adverse, for VL3 and VL15B.
- 11.14.10 Visual effects at completion which are long term and of minor levels of significance that are not significant, are assessed for receptors' views from VL1, VL9, VL10, VL11, VL12, VL13, VL14, VL16, VL18 and VL19. A negligible level of significance that is not significant was assessed for effects on people's views from Okebourne Open Space at completion and 15 years after planting.
- 11.14.11 In comparison to the 2017 LVIA findings, the 2022 LTVIA has identified that the Proposed Development would lead to betterment of visual effects for people's views at VL2; a greater magnitude of effect on views from VL1, which does not alter the assessed level of significance; reductions of visual effects at VL11 and VL16 as a result of less visibility of the Site at baseline; and greater adverse visual effects on people's views from VL15B which in turn creates a new significant visual effect.
- 11.14.12 There is significant potential for secondary mitigation measures, and for the reduction of the identified townscape/landscape and visual adverse effects, to be delivered during detailed design at the reserved matters stages, including: the location of buildings to minimise impacts; the scale of buildings and the use of materials; development control and detailed design to minimise night time impacts; the provision of additional tree planting to reduce visual effects and reinforce the existing landscape features; and the establishment of a strong landscape structure within the Site. Adverse long term residual effects, after secondary mitigation measures, are anticipated to reduce from major levels of significance to moderate levels of significance for people's views from VL4 and VL5. Long term, adverse, residual effects of moderate levels of significance are anticipated to remain for people's views from VL3 and VL15B. Long term residual beneficial effects that are anticipated to remain as moderate levels of significance are anticipated for listed buildings Hangars 16U and 16M, and Pillbox; Site character; scale, grain and massing; the Site's appearance and legibility; the provision of new public realm, open space and PROW; and other townscape / landscape features within the Site; and people's views from VL6, VL8, VL11 and VL17.
- 11.14.13 There would be no significant cumulative townscape effects arising from the Proposed Development in combination with committed developments. Cumulative visual effects that are moderate levels of significance, and therefore significant, would be perceived from VL5 (adverse at construction and on completion) and VL6 and VL7 (adverse for construction and beneficial on completion).

## 11.15 References

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