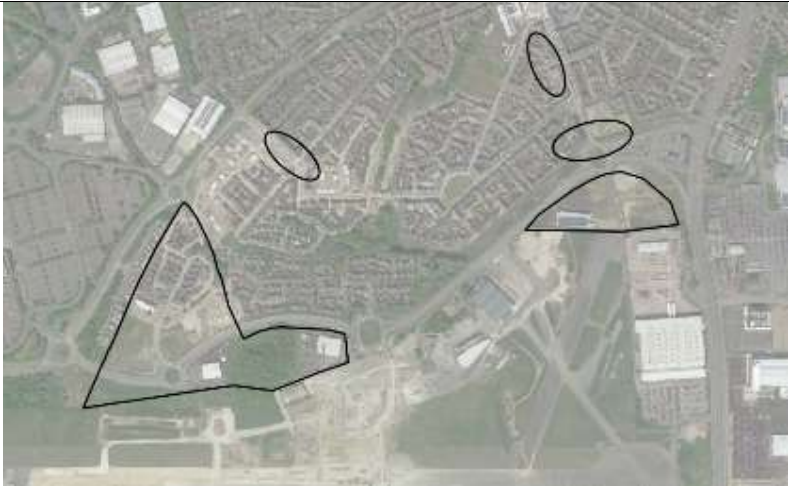


SG-05 Employment Land at Filton Northfield

A: BASELINE SITE INFORMATION

A1. Baseline/Context – All baseline data to be provided by SGC either via AMR, GIS layers or other sources			
A1.1 Site Typology	Existing	✓	<i>Tick relevant box</i> <i>Note: Subject to the type of site being considered, not all fields in this proforma will be populated.</i>
	Committed (permitted)	✓	
	Allocated (in Local Plan)	✓	
	Proposed (submitted to HELAA)		
A1.2 Site Name & Address (Inc Site reference, if applicable)	Employment Land at Filton Northfield, Hayes Way, Patchway, Bristol BS34 5BZ		
A1.2a Sub Area	Bristol North Fringe		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	15.3ha		
A1.5 Site Context	<p>The site comprises several separate land parcels appended onto the north side of Filton airfield in the Bristol North Fringe area. The site is a safeguarded area for economic development, situated in the central section of the Filton Enterprise Area. The western land parcel accommodates two vehicle dealerships to the south of Brabazon and Benheim roundabout. To the north of Hayes Way and east of Highwood Road is Highwood Park (allocated Gypsy and Traveller accommodation) and vacant land with planning consent for 120 residential dwellings and an element of office and ancillary retail use. The eastern land parcel south of the junction between Hayes Way and the A38 contains a Lidl supermarket and vacant land without planning permission.</p>		
A1.6 Policy Status (existing/emerging)	<p>Site is safeguarded for economic development by Core Strategy Policy CS12. Should an application for B8 storage be sought on the site, policy PSP27 would</p>		

	need to be satisfied. The two largest allocations are also within the Filton Enterprise area (PSP26).
A1.7 Planning history	<p>Relevant completions (2006 to 2019):</p> <p>PT10/3476/O: Major mixed-use development across 81.25 hectares of land comprising 2,400 new dwellings, 66,000 sqm of employment floor space (B1, B2 and B8), 1,500 sqm of A1, A2, A3, A4 and A5 floor space: together with the provision of supporting infrastructure and facilities</p> <p>PT14/5028/O: Mixed use development on 6.24 hectares of land comprising up to 120 new dwellings (Use Class C3) up to 8000 sqm of office development (Use Class B1) and up to 650sqm of ancillary retail use (Use Classes A1, A2, A3, A4 and A5) together with supporting infrastructure and facilities, including new vehicular access, landscaping and services. Outline application including access with all other matters reserved.</p> <p>PT17/4963/RM: Erection of 120 dwellings and associated garaging (Class C3) together with supporting infrastructure to include new vehicular access, landscaping and services. (Approval of Reserved Matters to be read in conjunction with Outline Planning Permission PT14/5028/O)</p> <p>PT12/0764/F: Erection of a motor dealership to provide vehicle sales, servicing, repair and MOT testing facility (sui generis use) on 1.05 hectares of land, together with associated external storage, vehicle display, parking, landscaping and associated works.</p> <p>PT14/1516/F: Erection of a motor dealership facility to provide vehicle sales, servicing and repair, MOT testing facility, together with associated storage, vehicle display and parking, ancillary uses and landscaping.</p> <p>PT16/4975/F: Erection of part three, part four storey building comprising of 60no. extra care apartments (Class C2) for the elderly with associated communal lounges, restaurants, kitchen, guest room, staff accommodation, communal refuse and electric buggy stores.</p> <p>PT17/5387/F: Erection of Lidl foodstore (Class A1) with access, servicing, parking and associated works.</p>
A1.8 Location	A brownfield site located on the North Fringe of the Greater Bristol urban area, within the Filton Enterprise Area. It is sited along the northern boundary of the Filton Airfield site (SG-52). The eastern land parcel is located on land to the south of the junction of Hayes Way and the A38, bound by the Royal Mail depot to the south. The western parcel is bound to the west by Highwood Road and the car park for Cribbs Causeway and to the south by the Filton airfield site.

A2. Current Use *(Existing employment and town centre sites only)*

A2.1 Current role and sectors served by site	<p>Main Employment Sectors within the site include: Wholesale & Retail Trade; Repair Of Motor Vehicles & Motorcycles - Professional, Scientific & Technical Activities - Accommodation & Food Service Activities</p> <p>Key employers within the site include: Bristol Aero Collection Trust - Ford Retail Ltd - Wessex Garages Holdings Ltd</p>
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	The western land parcel contains two vehicle dealerships within the retail sector accessed at Brabazon and Benheim roundabout – occupied by Wessex Garages and Trust Ford, approved dealers of Nissan and Ford vehicles respectively. The western parcel also contains vacant land committed for residential development. The eastern parcel contains a newly built Lidl foodstore, falling into the retail key market sector, and a vacant parcel of developable land.
A2.2 Amount of undeveloped land on site/within cluster (ha)	The currently vacant Northfield Park site has outline consent for 8,000 sqm of office development and up to 400sqm of ancillary retail use. To the east of the Lidl site, there is a vacant land parcel of approx. 2.5ha without planning permission.
A2.2a Total number of units on site	According to SGC NDBR records, in June 2020 there were 4 business units operating within the site.
A2.2b Number of vacant units	According to SGC NDBR records, in June 2020 there were 0 unoccupied business units within the site - indicating that the vacancy rate is approx. 0%
A2.2c Estimate of total number of jobs on site (where possible)	There are approximately 200 (employment) jobs associated with this site. (ONS, 2019)
A2.3 Quality and fitness of purpose of existing site and premises (existing sites only)	The existing premises are fully occupied modern 'big box' style retail units, with strong parking provision and well suited for existing uses. The retail premises are situated with good road frontage, suitable for the car dealerships that occupy the site.
A2.3a Age and suitability of stock	Mainly built 1980's onwards; adequate specification, more suitable to local businesses. Industrial - 5m to eaves upwards; Office - mainly open plan accommodation, air-conditioning.
A2.3b Evidence of significant vacancies	There is no evidence of significant vacancies.
A2.3c Suitability of buildings for modern occupiers	Well regarded; good market appeal; attracts close to prime values.
A2.3d Onsite facilities	Good parking and loading facilities; good car parking ratio.

A3. Description of qualitative features of site (sourced from available data, previous ELRs, GIS & other secondary sources)

A3.1 Strategic connectivity	<p>Close to major road network, easy access for all vehicles:</p> <ul style="list-style-type: none"> • M5 junction 17 is within 2 miles driving distance, accessed via Hayes Way and Merlin Road. • Avonmouth and Bristol Port are 6 miles south west via the M5. • Patchway Station on the South West main line is within reasonable driving distance (less than 2 miles from the site). It provides hourly services to Cardiff Central and Taunton.
A3.2 Local accessibility and opportunities to reduce carbon through travel	The site is adjacent to the A38 arterial route in and out of Bristol. Hayes Road is in good condition. The Mall Bus station is a bus interchange around a mile to the west at Cribbs Causeway. Five local bus routes are available on the B4057 providing regular services to Hengrove Park and Cribbs Causeway through Bristol and infrequent services to Thornbury and Yate.
Indicator compiled by the following:	

A3.2a Reducing carbon from travel to work (Walking / Cycling)	The site has pedestrian access and is within 100m of a strategic cycle route.
A3.2b Reducing carbon from travel to work (Public Transport)	The site is within 400m of a bus stop and 800m from a Metrobus stop.
A3.3 Accessibility to town centres/local amenities	Site is within 1.2km from Filton retail centre. The Lidl site is a significant local amenity and Patchway district centre is less than a mile to the north, providing a range of community facilities and local amenity shopping. The site is situated in close proximity to Cribbs Causeway, which has a large concentration of shopping and leisure facilities.
A3.4 Digital Connectivity	Think Broadband UK Broadband Coverage and Speed Test Result: <ul style="list-style-type: none"> • Superfast – download speeds up to 24 mpbs Broadband speeds are classified as decent but well below the average for the Filton and Bradley Stoke constituency. Several postcodes within the site register broadband speeds <10mbps, approaching a basic level of service.
A3.5 Compatibility with neighbouring uses/character of wider area	Established commercial area; mainly compatible and uniformity of uses. Cribbs Causeway is a retail destination and there are several other vehicle dealerships in the vicinity which indicates compatibility. Furthermore, Cribbs Causeway/ Patchway is planned to be a new neighbourhood in North Fringe, with large scale residential development planned at Filton airfield and Carlton Hayes. The Lidl site is therefore compatible with the emerging character.
A3.6 Strength of functional and/or spatial linkages	Sectoral linkages with the Cribbs Causeway retail area as a cluster of comparative goods and vehicle dealerships. There will be spatial linkages between the Lidl site to serve the emerging residential neighbourhood of Cribbs Causeway and Patchway.
A3.7 Access to Local Workforce	Site within North Fringe: Fewer resident workers than jobs (job to worker ratio >1.5).

B: QUALITATIVE ASSESSMENT – SITE SUITABILITY

B1. Site Potential and Opportunities – Application of market sector frameworks						
B1.1 Suitability of site/cluster for key market sectors	The existing premises are standalone sites located on the edge of a major retail area and an emerging residential neighbourhood in the North Fringe. They are recent developments suggesting strong retail demand. The western parcel of land currently has outline consent for office development and would likely have low demand from office-based activity at present, however as the wider redevelopment of Cribbs Causeway/ Patchway neighbourhood progresses and more office based employment begins to locate in the vicinity there could be greater demand.					
B1.2 Strength of existing or potential suitability and rationale	Fully, readily and viably meets market / sector needs	Committed infrastructure or other planned investment will enable market / sector needs to be met	✓	Potentially meets sector / market needs if uncommitted infrastructure or constraints are overcome	Only partial potential to meet needs and/or marginal viability being likely	Does not meet sector / market needs and/or demonstrates notable market failure (unviable)

	The existing premises meet sectoral demand for big box retail park activity, particularly due to its location on the strategic road network. There is currently low demand for the planned office development but once the wider Cribbs Patchway redevelopment occurs there may be stronger demand for office uses.		
B1.3 Scale of Opportunity	Reasonable long-term opportunity from the planned office development. There is potential for further development adjacent to the Lidl site, equal to approx. 2.5ha.		
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	Wider infrastructure investment delivered through Charlton Hayes and Filton Airfield, in addition to improving public transport accessibility, would make the planned office development a more suitable location for modern occupiers.		
Short-term Recovery (COVID-19)			
B1.5 Significant opportunity to provide short term job generation or supply chain support to drive short-term recovery from COVID-19 pandemic			✓
	Likely to provide significant jobs or supply chain support within the next year Scores to reflect scale of job opportunities		Not Likely to provide jobs or supply chain support within the next year Scores to reflect scale of job opportunities
Inclusive Growth			
B1.6 Potential to provide significant job and/or skills opportunities for priority socio-economic groups and/or areas of high deprivation.	✓		
	High to good degree of proximity to areas of high deprivation and scale / type of employment likely to be generated	Reasonable proximity to high deprivation and/or provision of suitable jobs	Very low to low degree of proximity to areas of high deprivation and poor suitability of employment likely to be generated
B1.6a Within 2km of designated Priority Neighbourhood	Yes - Within 2km of Priority Neighbourhood.		
Clean Growth			
B1.8 Potential to meet demand for new/emerging green industries	The existing buildings and the site location would have low potential to meet demand for new/emerging green industries. The planned office building could potentially meet sectoral demand for professional services or creative and digital technology, which could support sustainable activities.		
B1.9 Potential to contribute to zero/low carbon growth?	The nature of existing employment activity is reliant on in high levels of vehicular trips and therefore has a low potential to contribute to low carbon growth. The car dealerships could support the transition to an electric vehicle fleet, however this would be negated by selling second-hand fossil fuel based vehicles.		
Regeneration (existing sites only)			
B1.10 Potential for (in-situ) expansion of businesses/ intensification/ repurposing /redevelopment to meet sectoral demand			✓
	Strong to good market demand with solid viability prospects for repurposing / redevelopment to key sector use.	Reasonable market demand with viability prospects good subject to site or wider infrastructure investment.	Very low to low market demand and/or likely viability constraints for repurposing / redevelopment to key sector use.

	There is currently low potential for regenerating the existing premises in the short term, as they currently meet market demand for their uses and have limited physical space for expansion. Densification is not likely given the nature of the premises and commerce activity.		
Cross-sectoral spatial needs (if not yet captured above)			
B1.11 Can provide space for social enterprise	The existing facilities on the site are not suitable for either flexible/co-working space or incubator/start-up hub space. There is reasonable long-term potential however that the planned office development could provide both flexible and co-working space, if demand exists in this location.		
B1.12 Capable of providing flexible/co-working space / and/or facilitate remote working			
B1.13 Capable of providing incubator/accelerator/start-up hub space.			
Delivery			
B1.14 Ownership	No known ownership constraints.		
B1.15 Physical and/or environmental constraints	The vacant land parcel in between the two dealerships is a Site of Nature Conservation importance that would restrict expansion of the existing premises, as well as a listed building to the south of the site. Both land parcels are constrained by the physical barrier of Hayes Way. The Gypsy and Traveller accommodation at Highwood Park may also act as a constraint to the types of development which can occur.		
		✓	
	No significant or relatively minor constraints that will not undermine development feasibility, viability or deliverability.	Some constraints that can be addressed or mitigated through achievable infrastructure investment or other measures. Costs of doing so may reduce but not significantly diminish development viability or deliverability	Major or prohibitive constraints that will undermine development feasibility, viability or deliverability. Environmental constraints sufficiently important to prevent development for employments.
B1.15 Likely Delivery Timeframe	6-10 years.		
C1 Regional Conclusion and Recommendations			
C1.1 Conclusion: The site has reasonable strategic potential to contribute to employment growth and sector prioritisation across South Gloucestershire.		RAG Summary Reasonable	
C1.2 Justification/rationale – The Employment Land at Filton Northfield is comprised of standalone retail units located on the edge of the main shopping area of Cribbs Causeway, and in an area earmarked to become a new major neighbourhood. The existing retail units function well in this location; however, they are not of a strategic scale to contribute to employment growth. The planned office development could meet demand for key market sectors, particularly in professional services and			

creative/digital, in the long term as part of the wider redevelopment of Cribbs Patchway. There is also a vacant undeveloped parcel of land neighbouring the Lidl premises, which could be utilised for occupiers from the retail or transport and logistics sector.

C1.3 Recommendation –

- Retain and continue to safeguard as employment land.
- Identify mitigations for development option, recognising where infrastructure gaps or constraints exist.