


SG-06a Land East of A38, Filton / Patchway (Northern Site)

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)	Land East of A38 (Northern Site), Gloucester Road North, Filton/Patchway, BS34 6FB		
A1.2a Sub Area	Bristol North Fringe		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	1.2ha		
A1.5 Site Context	This is the northern most land parcel of the large-scale employment site which makes up the western section of the Filton Enterprise Area in the Bristol North Fringe. The smallest of the four land parcels, this site is home to a small selection of retail uses – including a car dealership and forklift dealer. The site is located directly to the east of the Filton Airfield and proposed new Brabazon district development.		
A1.6 Policy Status (existing/emerging)	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 need to be satisfied.		
A1.7 Planning history	The site was granted planning permission in 1984 for the erection of workshops and spare parts building (P84/2054) alongside the change of use of the existing public house to car showroom (P84/2055). In recent years, there have been applications to extend the existing units on the site.		

A1.8 Location	An out of centre brownfield site within the boundaries of the Filton Enterprise Zone, within settlement limits, bounded by the railway line to the east and the A38 to the west. The site is located in the North Fringe FEMA and is one of four land parcels making up the wider Land East of A38 site.
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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</p> <p>Key employers within the site include: Motorline Ltd - Bristol Forklifts Ltd</p> <p>This small-scale land parcel in the north of the wider Land East of A38 site currently accommodates relatively ageing retail and trade counters in a traditional industrial estate layout. Occupiers include a Toyota dealership, Absolutely PC Limited (computer shop), Bristol Forklifts (forklift dealer) and an ESSO petrol station.</p>
A2.2 Amount of undeveloped land on site/within cluster (ha)	None identified.
A2.2a Total number of units on site	According to SGC NDBR records, in June 2020 there were 10 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 100 (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 on the site are more dated than those in the wider Land East of A38 site, reflecting the more traditional occupiers. The retail premises are situated with a good road frontage, suitable for the car dealerships and petrol station that occupy the site.
A2.3a Age and suitability of stock	Mainly built 1980's onwards; adequate specification, more suitable to local businesses.
A2.3b Evidence of significant vacancies	No evidence of significant vacancies.
A2.3c Suitability of buildings for modern occupiers	Displays market appeal; day to day churn; attracts secondary value
A2.3d Onsite facilities	Poor loading and parking; minimal parking and basic fit out.

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

A3.1 Strategic connectivity	<p>Reasonable site access for all vehicles, indirect or restricted access to major road network. Within 1.2km of a town centre.</p> <p>The site has good access to the M5 and M4 via A38, which bounds the site to the west and provides the site with good access to Avonmouth Port. Great</p>
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	Western Railway services are available within walking distance from the site at Patchway Station located on the eastern site boundary.
A3.2 Local accessibility and opportunities to reduce carbon through travel Indicator compiled by the following:	The site is well served by local bus routes on the A38 along the western site boundary, as well as by rail services from Patchway Station on eastern boundary of the site. The B4057 intersects the site horizontally.
A3.2a Reducing carbon from travel to work (Walking / Cycling)	The site has pedestrian access however is not 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 is within 800m of a metrobus route.
A3.3 Accessibility to town centres/local amenities	The site is within 1.2km from a number of retail centres; Stoke Gifford district centre, Patchway town centre and Filton town centre. The site is well supplied with local amenities within a short walking distance, which serve the Aerospace and Advanced Engineering cluster in the area. There is currently a Lidl located 0.6 miles south of the site, as well as a Costa Coffee and other smaller food/drink establishments. Filton town Centre is within a short walking distance, as is the emerging Charlton Hayes community. The new Brabazon neighbourhood to the west of the site is expected to deliver a range of local amenities, as well as independent restaurants, boutique stores and various childcare services.
A3.4 Digital Connectivity	Think Broadband UK Broadband Coverage and Speed Test Result: <ul style="list-style-type: none"> • Basic – download speeds up to 10 mpbs <p>Broadband speeds are 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.</p>
A3.5 Compatibility with neighbouring uses/character of wider area	Mixed commercial area with residential nearby; mainly compatible uses. The site is well contained within the railway line along its eastern boundary and the A38 along its western boundary, the area to the west of which accommodates the Filton airfield. Existing uses on the site are generally compatible with the industrial and 'big box' retail landscape and character of the wider Enterprise Zone extending westwards from the site.
A3.6 Strength of functional and/or spatial linkages	Currently no significant compatibility between the retail occupiers on the site, suggesting limited functional or spatial linkages. There will be sectoral linkages with the Cribbs Causeway retail area as a cluster of comparative goods and vehicle dealerships.
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	This northern section of the Land East of A38 site is the smallest land parcel and is predominantly made up of good quality, albeit ageing industrial stock. This includes low spec sheds and warehouses in a

	high-density configuration, with reasonable supply of open storage and relatively constrained parking provision. The existing premises on the site are suitable for regional / local manufacturing and warehouse activities, particularly focused on the automobile industry. The site also includes a Toyota dealership, which benefits from its road frontage onto the A38. The Land East of A38 has strong access to the M5 and M4 via A38, with good access to Avonmouth Port. The site is therefore suitable for small-scale activity from the Transport and Logistics and service-based industrial sector, as well as further occupiers from the retail sector to complement the existing car dealership and computer store premises.				
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)
	Although relatively ageing and low spec, the industrial sheds in this site are suitable for current small-scale occupiers from the service-based industrial and manufacturing industries, however refurbishment would be required to meet premise requirements of more modern uses. The site does not meet the sector/market needs of any larger businesses, owing to the relatively low spec and small premises available. Despite strong connectivity via the strategic road network, the site is not currently suitable for modern occupiers from the Transport and Logistics sector. The existing structures are fairly flexible however, as demonstrated by the computer store, so may be suitable for similar retail or trade counter uses.				
B1.3 Scale of Opportunity	N/A - no significant development potential.				
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	In order to attract demand from modern occupiers, investment will be required to rationalise the site layout and redevelop the existing ageing industrial stock. However, no investment is required to maintain the employment activity currently occurring on site.				
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	There is currently limited to no potential to meet demand for emerging or new green industries, as this is not compatible with the existing uses. The site is small-scale and existing stock is ageing, therefore significant infrastructure investment would be required if demand did exist here. No major development is expected on the site in future.		
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 Toyota dealership 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 current industrial sheds are likely not suitable for flexible or co-working space, as this typically requires smaller office space and demand would likely not exist in this edge-of-centre location. The existing industrial premises could be repurposed for incubator / accelerator space to create a start-up hub space; however, this would require significant investment in refurbishment.		
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 site is relatively environmentally unconstrained; however, it has reached maximum capacity and therefore offers a significant physical constraint. The railway line safeguarding to the east and proposed mixed-use development at Filton Airfield to the west also act as a constraint for the site.		
			✓
	No significant or relatively minor	Some constraints that can be	Major or prohibitive constraints that will undermine development

	constraints that will not undermine development feasibility, viability or deliverability.	addressed or mitigated through achievable infrastructure investment or other measures. Costs of doing so may reduce but not significantly diminish development viability or deliverability	feasibility, viability or deliverability. Environmental constraints sufficiently important to prevent development for employments.
B1.15 Likely Delivery Timeframe	N/A – no significant development potential.		
C1 Regional Conclusion and Recommendations			
C1.1 Conclusion: Considered alongside the other three parcels which comprise the Land East of A38, the site has strong strategic potential to contribute to employment growth and key sector prioritisation across South Gloucestershire.		RAG Summary Strong	
C1.2 Justification/rationale – The Land East of A38 is an important employment site in the wider Filton Enterprise Area, and provides an important contribution to the economy at a local and sub-regional level. This includes employment opportunities for a range of key market sectors within the North Fringe, including Aerospace and Advanced Engineering and Transport and Logistics. The site has excellent access to the M5 and M4 via A38, which bounds the site to the west and provides the site with good access to Avonmouth Port. However, this northern section of the site is unlikely to be considered as a strategic level employment site, owing to the predominantly small-scale activity occurring here. The existing premises in this section offer suitable accommodation for the current service-based industrial occupiers, including provision of low-density industrial sheds with strong parking provision and good circulation. The existing premises on the site are suitable for regional/local manufacturing and warehouse activities, particularly focused on the automobile industry. In order to attract demand from modern occupiers, investment will be required to rationalise the site layout and redevelop the existing ageing industrial stock.			
C1.3 Recommendation –			
<ul style="list-style-type: none"> Retain and continue to safeguard for employment use. 			