


SG-06b Land East of A38, Filton / Patchway (Rolls Royce Main)

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, Gloucester Road North (Rolls Royce Main), Filton/Patchway, BS34 6FB		
A1.2a Sub Area	Bristol North Fringe		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	35.1ha		
A1.5 Site Context	This is the largest land parcel of the four which make up the large-scale employment site in the west of the Filton Enterprise Area in the Bristol North Fringe. This site is home to major Aerospace and Advanced Engineering facilities, including Rolls Royce, as well as a car dealership and trade counters. 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. Policy PSP27 B8 Storage and Distribution Uses allocates the site for storage and distribution subject to a number of criteria.		

A1.7 Planning history	The site has been used for many years as employment land, pre 1980's, for Rolls Royce. In recent years, applications have been completed on the site that include extensions, and changes of use. The most recent completion has been PT17/3827/F which was for the erection of extensions to one of the units.
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.

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: Administrative & Support Service Activities - Wholesale & Retail Trade; Repair of Motor Vehicles & Motorcycles - Professional, Scientific & Technical Activities - Information & Communication</p> <p>Key employers within the site include: Rolls-Royce Plc - MDBA UK Ltd - BAE Systems Surface Ships Ltd - Mitie Cleaning & Environmental - South Gloucestershire Bus & Coach</p> <p>This large-scale site currently accommodates a range of uses, focusing on the Aerospace and Advanced Engineering and Retail sector. The site is dominated by the strategic scale premises for manufacturing and industrial uses by Rolls Royce, as well as other B1a, B1b, B1c, B2 and B8 uses. This section also includes sui generis premises for car dealerships, in addition to the Stagecoach depot and Patchway Police Centre. In addition to Rolls Royce, major occupiers include Vauxhall, MG, Tyres Direct and Strenco Tools.</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 6 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 4570 (employment) jobs associated with this site. (ONS, 2019)
A2.3 Quality and fitness of purpose of existing site and premises (existing sites only)	Reflecting the diverse range of occupiers, the site accommodates a range of stock including generally high-quality stock in good condition with good parking provision. The Rolls Royce premises are purpose-built and therefore suitable for the current modern occupier, with high-spec and high-tech facilities across a range of floorplates. There is no evidence of significant vacancies and the existing range of industrial and specialised premises are generally suitable for a range of modern occupiers.
A2.3a Age and suitability of stock	Built 2000 onwards; quality as 'Grade A' specification to attract national/corporate occupiers; FRI or close to condition. Industrial - 6.5m plus eaves; Offices – open plan accommodation on single floor plates, air conditioning,
A2.3b Evidence of significant vacancies	No evidence of significant vacancies.

A2.3c Suitability of buildings for modern occupiers	Highly regarded; very good market appeal; attracts and achieves prime values.
A2.3d Onsite facilities	Adequate parking and loading facilities; adequate car parking ratio.

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

A3.1 Strategic connectivity	Reasonable site access for all vehicles, indirect or restricted access to major road network. Within 1.2km of a town centre. 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. Great 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 immediately adjacent to 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 mps. <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	Strong sectoral and functional links with the aerospace and engineering activity within the wider Filton Enterprise Area and UWE engineering campus, as a result of the use of the site by Rolls Royce. The site is a significant employer and therefore has important links across the region.
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 largest land parcel of the Land East of A38 site is predominantly occupied by the large space user of the Rolls Royce premises – a purpose-built, high-tech and high-spec manufacturing facility. The site also includes car dealerships, which benefits from their 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 large space users from the aviation and advanced manufacturing sector, as well as further occupiers from the retail sector to complement the existing car dealership and trade counter 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)
	The low density, purpose-built Rolls Royce buildings currently meet the premises and locational requirements of the large space occupier and serves their function well as a manufacturing and advanced engineering centre. This site benefits from strong connectivity to the M5 and M4 via A38, which bounds the site to the west and provides the site with good access to Avonmouth Port. The sui generis car dealerships benefit from the road frontage and good open storage.				
B1.3 Scale of Opportunity	N/A - no significant development potential.				
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	No significant infrastructure constraints as site is performing at close to full potential, with limited developable space for further growth.				
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 site has reasonable potential due to the level of research and development carried out within the aerospace sector. There is some potential to meet demand for emerging or new green industries, owing to the high-tech and high-spec premises on site. The location is suitable for emerging green industries, owing to its distance from residential uses and large floorplates, however market testing will be required here to gauge the demand from green industry businesses.		
B1.9 Potential to contribute to zero/low carbon growth?	There is some potential to meet contribute to zero/low carbon growth, owing to the high-tech and modern premises on site. However, the existing uses on site do not contribute to low carbon growth, with some heavy industrial uses and aerospace manufacturing occupiers. Limited potential through research and innovation to make commercial aerospace less carbon intensive.		
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. The Rolls Royce site has developed and intensified extensively in recent years, and therefore is unlikely to exhibit demand for expansion in the short term. Short term market demand for the site may also be subdued due to COVID 19's impact on the aerospace sector.			
Cross-sectoral spatial needs (if not yet captured above)			
B1.11 Can provide space for social enterprise	The current aviation manufacturing and car dealership premises 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. Furthermore, Rolls Royce are unlikely to vacate the site in the long term. The existing trade counter premises could be repurposed for incubator / accelerator space to create a start-up hub space, however this would require significant investment in refurbishment. Such businesses will likely prefer affordable sites close to town centres, as with social enterprises.		
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.		
	✓		
	<table border="1"> <tr> <td>No significant or relatively minor constraints that will not undermine development feasibility, viability or deliverability.</td> <td>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.</td> <td>Major or prohibitive constraints that will undermine development feasibility, viability or deliverability. Environmental constraints sufficiently important to prevent development for employments.</td> </tr> </table>	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.
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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 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. This large land parcel is a strategic level employment site in its own, owing to the aviation and retail activity occurring on site. This land parcel is predominantly occupied by the large space user of the Rolls Royce premises – a purpose-built, high-tech and high-spec manufacturing facility. The site is therefore suitable for major space users from the aviation and advanced manufacturing sector, as well as further occupiers from the retail sector to complement the existing car dealership and trade counter premises.			
C1.3 Recommendation –			
<ul style="list-style-type: none"> Retain and continue to safeguard for employment use. 			