


SG-06c Land East of A38, Filton / Patchway (South of B4057)

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 (South of B4057), Gloucester Road North, Filton/Patchway, Bristol, BS34 6FB		
A1.2a Sub Area	Bristol North Fringe		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	22.3ha		
A1.5 Site Context	This is the second 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 Horizon 38, a mixed-use scheme of modern industrial and distribution premises, as well as a car dealership and the Village Hotel Bristol. 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	This site has seen extensive redevelopment in the past few years. Applications PT07/2481/10 , PT12/0601/EXT and PT15/2209/RM redevelop the entire site for B1, B2 and B8 units. Approximately half of the site is currently completed.		

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 - Manufacturing - Accommodation & Food Service Activities</p> <p>Key employers within the site include: Village Bristol - GKN Aerospace - CarShop</p> <p>This section of the Land East of A38 site currently accommodates a range of uses, focusing on the Transport and Logistics, Aerospace and Advanced Engineering and Retail sectors. The site is dominated by strategic scale manufacturing and distribution premises, as well as other B1a, B1b, B1c, B2 and B8 uses. This section also includes sui generis premises for car dealerships and trade counters, in addition to the Village Hotel Bristol. Major occupiers at Horizon 38 include Apec Braking, GKN Aerospace and CarShop.</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 23 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 30 (employment) jobs associated with this site. (ONS, 2019)
A2.3 Quality and fitness of purpose of existing site and premises (existing sites only)	The distribution and retail premises on site are generally modern and in good condition, including high quality 'big box' facilities with strong parking provision, good circulation and accessibility. New use classes include B2, B8 and E. The site is in a prime location for out-of-town retail warehousing and trade counters, as well as regional distribution centres. The various car dealerships on the site will benefit from its road frontage and significant levels of open storage.
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	<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 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.</p>
<p>A3.2 Local accessibility and opportunities to reduce carbon through travel</p> <p>Indicator compiled by the following:</p>	<p>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.</p>
A3.2a Reducing carbon from travel to work (Walking / Cycling)	<p>The site has pedestrian access however is not within 100m of a strategic cycle route.</p>
A3.2b Reducing carbon from travel to work (Public Transport)	<p>The site is within 400m of a bus stop and is within 800m of a metrobus route.</p>
A3.3 Accessibility to town centres/local amenities	<p>The site is within 1.2km from a number of retail centres; Stoke Gifford town centre, Patchway town centre and Filton town centre.</p> <p>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.</p>
A3.4 Digital Connectivity	<p>Think Broadband UK Broadband Coverage and Speed Test Result:</p> <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	<p>Mixed commercial area with residential nearby; mainly compatible uses</p> <p>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.</p>
A3.6 Strength of functional and/or spatial linkages	<p>The transport and distribution activity undertaken at Horizon 38 has clear linkages with the surrounding employment cluster in Patchway, as well as spatial linkages with the wider region via the strategic road network. GKN will develop strong sectoral and functional links with the aerospace and engineering activity within the wider Filton Enterprise Area and UWE engineering campus, as well as with the Rolls Royce premises. The site is a significant employer and therefore has important links across the region. The car dealership also has sectoral linkages with the Cribbs Causeway retail area as a cluster of comparative goods.</p>

A3.7 Access to Local Workforce	Site within North Fringe: Fewer resident workers than jobs (job to worker ratio >1.5).
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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 site offers a range of industrial and warehousing options, as well as trade counter/sui generis premises, which are modern and remain in good condition for a range of occupiers. This includes prime, purpose-built premises on Horizon 38 which provide good circulation and open storage, with strong access options. The site is therefore suitable for Transport and Logistics, Advanced Manufacturing and Retail uses, in line with the existing occupiers and stock on the site. The Land East of A38 is a prime location for such uses, offering strategic links into Avonmouth and Bristol, and beyond into the West of England area via a highway network suitable for HGV movements.				
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 Land East of A38 site currently meets market needs and demand for regional distribution and light industrial uses, offering modern warehousing options in an edge-of-centre location with strong connectivity via road and 24/7 access. However, demand from these sectors are increasingly moving to Avonmouth and Severnside (as well as more urban locations for last mile logistics). The site is also important for out-of-town retail uses, including purpose-built single storey and low-density options for a range of occupiers.				
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			✓		
	High to good degree of proximity to areas of high deprivation and scale /		Reasonable proximity to high deprivation	Very low to low degree of proximity to areas of high deprivation and poor suitability of employment likely to be generated	

groups and/or areas of high deprivation.	type of employment likely to be generated	and/or provision of suitable jobs	
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 some potential to meet demand for emerging or new green industries within Horizon 38, 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?	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 stock on the site is unsuitable for flexible/co-working space. The site's location within an area of retail and distribution also means there is unlikely to be significant demand for remote working facilities. There may be some potential to provide incubator/start-up hub space with refurbishment of the smaller Horizon 38 premises, but market demand is unlikely here. The major new mixed-use development at Filton Airfield (situated to the west of the site) is expected to include co-working and start-up hub space, which will likely absorb any existing demand within the Filton and Patchway area.		
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.		
	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-		

B1.15 Physical and/or environmental constraints	use development at Filton Airfield to the west also act as a constraint for the site.		
			✓
	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	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 section of the site is a strategic level employment site in its own, including the Horizon 38 industrial and distribution park. This land parcel is predominantly occupied by modern industrial and warehousing premises, in modern condition with strong parking provision and good environmental conditions. The site is therefore suitable for occupiers from the manufacturing and distribution sectors, 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. 			