


# SG-06d Land East of A38, Filton / Patchway (Southern Site)

## A: BASELINE SITE INFORMATION

<b>A1. Baseline/Context – All baseline data to be provided by SGC either via AMR, GIS layers or other sources</b>			
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)	<b>Land East of A38 (Southern Site), Gloucester Road North, Filton/Patchway, BS34 6FB</b>		
A1.2a Sub Area	Bristol North Fringe		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	16.1ha		
A1.5 Site Context	This is the southernmost land parcel of the large-scale employment site which makes up the western section of the Filton Enterprise Area in the Bristol North Fringe. This site is home to a major NHS blood bank facility and the North Bristol distribution park, as well as a vacant land parcel. 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	This site was initially granted planning permission for employment use in the 1990's. The National Blood Centre was granted approval in 2005 ( <b>PT04/3858/O</b> ), alongside other business units in the area under <b>PT07/0358/RM</b> . In 2017, permission was granted to replace the existing waste transfer building		

	(PT17/5533/MW). The most recent application on the site is an extension to the National Blood Centre, which was approved in 2016 (PT16/6900/F).
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.

<b>A2. Current Use</b> <i>(Existing employment and town centre sites only)</i>	
A2.1 Current role and sectors served by site	<p>Main Employment Sectors within the site include: Wholesale &amp; Retail Trade; Repair of Motor Vehicles &amp; Motorcycles - Accommodation &amp; Food Service Activities - Transportation &amp; Storage - Human Health &amp; Social Work Activities</p> <p>Key employers within the site include: NHS Blood And Transplant - South Western Ambulance Service NHS - Hitachi Rail Europe Ltd -</p> <p>The site includes two major high-quality employment premises, neighbouring one another. The first is a distribution park (North Bristol Park), accommodating SIG Distribution (a key distribution employer in the local Transport and Logistics Sector) and the North Bristol Ambulance Service operations centre. The other is an NHS blood bank facility, NHS Blood and Transplant, representing the Health and Life Sciences sector. There is also a vacant parcel of land on the site without planning permission.</p>
A2.2 Amount of undeveloped land on site/within cluster (ha)	There is a vacant land parcel without planning permission in the centre of the site (approx. 1.29ha)
A2.2a Total number of units on site	According to SGC NDBR records, in June 2020 there were 5 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 1520 (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 stock on the site comprises high-quality employment premises, suitable for modern occupiers. North Bristol Park includes a high-spec warehouse with a large footprint and a significant vehicle yard. The warehouse is relatively modern and located in a prime location for distribution purposes. The neighbouring healthcare premises appear to be a specialist, purpose-built facility with good connectivity and parking provision. The existing stock appears to be in good condition for both its occupiers. There is no clear coherence between the premises on the site.
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	Displays market appeal; day to day churn; attracts secondary value

A2.3d Onsite facilities	Good parking and loading facilities; good car parking ratio.
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<b>A3. Description of qualitative features of site (sourced from available data, previous ELRs, GIS &amp; other secondary sources)</b>	
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. GWR 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 town 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 0.9 miles north of the site, as well as a Costa Coffee and other smaller food/drink establishments. Filton District 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"> <li>• Basic – download speeds up to 10 mpbs.</li> </ul> <p>Broadband speeds are well below the average for the Filton and Bradley Stoke constituency. Several postcodes within the site register broadband speeds &lt;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	The transport and distribution activity undertaken at North Bristol Park has clear linkages with the surrounding employment cluster in Patchway, as well as spatial linkages with the wider region via the strategic road network. The blood bank is an NHS facility, so may demonstrate functional linkages with

	similar sites in North Bristol, for instance Southmead Hospital or Cossham Hospital.
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

<b>B1. Site Potential and Opportunities – Application of market sector frameworks</b>					
B1.1 Suitability of site/cluster for key market sectors	The site currently accommodates a purpose-built, specialist healthcare facility which serves its purpose as a blood bank well. North Bristol Park includes a large footprint warehouse with good circulation and a sizeable vehicle yard. The existing premises are suitable for the current uses from the Transport and Logistics and Health and Life Sciences sectors in terms of both premise and locational requirements. The undeveloped parcel of land on the site is situated in a prime location for development from either of these sectors or intensification of existing activities, with good access to the M5 and M4 via A38, as well as strong connectivity with Avonmouth Port.				
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 site currently meets the locational and premises needs of the market sectors it serves. North Bristol Park is a key distribution site within a wider cluster of such activity in Filton and Patchway. There is potential for development of the vacant land on the site for similar purposes, however this a relatively small parcel of land and therefore floorplates will be limited. 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 NHS facilities benefit from good open storage and strong parking provision.				
B1.3 Scale of Opportunity	Opportunity to develop the vacant land parcel in the centre of the site (1.29ha), which is relatively unconstrained. This could accommodate intensification of existing NHS employment activity, or potentially overspill from Bristol North Park.				
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	There are no significant infrastructure constraints inhibiting development potential.				
<b>Short-term Recovery (COVID-19)</b>					
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			
<b>Inclusive Growth</b>					
			✓		

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.		
<b>Clean Growth</b>			
B1.8 Potential to meet demand for new/emerging green industries	There is currently limited potential to meet demand for emerging green industries on the site, owing to the existing stock and occupiers. The undeveloped land on the site may present an opportunity to accommodate clean industries. The location is suitable for emerging green industries, owing to its distance from residential uses, however market testing will be required here to gauge the market demand.		
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. However, the development of the vacant land could focus on incorporation of sustainable building techniques and green initiatives. Sustainable build quality is encouraged in Filton and throughout the West of England in new builds, suggesting the site would be built to low carbon standards.		
<b>Regeneration (existing sites only)</b>			
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.
The undeveloped land parcel offers reasonable space for expansion of the existing businesses on the site. There would likely be some demand from the NHS to intensify their activities on the site, depending on the market circumstances. The current available land is relatively small however, with physical constraints also imposed by Bolingbroke Way and the wider site to the north, thus limiting the scale of opportunity.			
<b>Cross-sectoral spatial needs (if not yet captured above)</b>			
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 on the vacant parcel of land, 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.			

<b>Delivery</b>			
B1.14 Ownership	No known ownership constraints.		
B1.15 Physical and/or environmental constraints	The site is relatively environmentally unconstrained; however, the railway line safeguarding to the east and proposed mixed-use development at Filton Airfield to the west act as major physical restraints for the site. The vacant land parcel is relatively small and constrained by the surrounding employment premises, thus limiting the scale of employment activity which can occur on 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	6-10 years.		
<b>C1 Regional Conclusion and Recommendations</b>			
<b>C1.1 Conclusion:</b> 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.		<b>RAG Summary</b> <b>Strong</b>	
<b>C1.2 Justification/rationale –</b> 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. The existing employment activity on this southernmost land parcel currently functions well and serve key market needs for the Transport and Logistics and Health and Life Sciences sectors, although these uses are not expected to contribute significantly to employment growth in the West of England in the long term. The site is in a prime location for the distribution uses on site, with a large footprint warehouse and good circulation. There is a reasonable scale of opportunity for development of the small amount vacant land on the site.			
<b>C1.3 Recommendation –</b>			
<ul style="list-style-type: none"> <li>• Retain and continue to safeguard the land for employment use.</li> <li>• Encourage development of vacant land parcel.</li> </ul>			