


# SG-07 Land West of A38 and South of Hallen Railway Line (incl. Airbus)

## 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 West of A38 and South of Hallen Railway Line (incl. Airbus), Gloucester Road North, Filton, Bristol, BS24 7BA</b>		
A1.2a Sub Area	Bristol North Fringe		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	61.6ha		
A1.5 Site Context	<p>The site is a strategic employment area in the Bristol North Fringe and forms the southern section of the Filton Enterprise area, it is located on the administrative boundary between South Gloucestershire and Bristol City Council. The site is dominated by the Airbus Filton campus and associated aerospace business park, in addition to Filton 20 and Brabazon Business Park, forming an important cluster in South Gloucestershire's aerospace industry. The site's periphery also includes general industrial activity and leisure uses.</p>		

A1.6 Policy Status (existing/emerging)	Site is safeguarded for economic development by Core Strategy Policy CS12. Part of the site also forms part of the designated town centre of Filton (policy PSP31) along the south western boundary. 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 buildings were constructed pre-1980's, with extensions made to some of the units from 1981 onwards. In 2011, permission was granted to erect a 4 storey office building (which has been completed- <b>PT11/2021/RM</b> ) and in 2015, permission was granted for the erection of an Integrated Research and Advanced Test Building for B1(a)(b) and (c) use under application ( <b>PT15/5535/RM</b> ).
A1.8 Location	A large brownfield site located in the Greater Bristol North Fringe urban area, within settlement limits. The site is bound by the A38 to the east and Filton airfield and Hallen rail line to the north. Filton Golf Club and Brabazon Hangar bound the site to the west, as well as the border between South Gloucestershire and Bristol City Council. The B4056 to the south separates the site from Filton's residential area.

## **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: Professional, Scientific &amp; Technical Activities - Manufacturing - Wholesale &amp; Retail Trade; Repair of Motor Vehicles &amp; Motorcycles</p> <p>Key employers within the site include: Airbus Operations Ltd - Quest Quality Engineering &amp; - Sovereign Housing Association - Altran UK Limited</p> <p>The site currently accommodates one of Airbus's main aircraft production facilities in the UK with numerous purpose-built specialised industrial units for production, testing and research located along New Road and Westway. In addition, Airbus's regional HQ for its commercial aircraft is located in Pegasus House adjacent to the main production site. To the west of New Road and on the north side of Golf Course Lane leading to Filton Golf Club are low density industrial warehouses used for general automotive servicing, repair and a used car dealership.</p> <p>On the southern side of Golf Course Lane there are several 3-5 storey office buildings with large floorplates occupied by established aerospace and advanced engineering companies such as BAE, MBDA, AKKA with additional Airbus office facilities. On the corner of Golf Course Lane and A38 is the Brabazon office park comprised of six small low-density office buildings occupied by engineering consultants, software companies and Sovereign Housing Association. There is also a standalone light industrial unit occupied by CGI group, IT Solutions provider.</p> <p>On the south eastern corner of the site fronting the A38 are two public house restaurants and Horseshoe hotel accommodation.</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 21 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	There are approximately 3960 (employment) jobs associated with this site. (ONS, 2019)

on site (where possible)	
A2.3 Quality and fitness of purpose of existing site and premises (existing sites only)	<p>The northern section of the Airbus site contains modern research and manufacturing facilities with evidence of further development under construction. These buildings provide controlled car parking and have a revised road layout and are assumed to meet Airbus's modern requirements. Similarly, the Aerospace Business park development included the refurbishment of existing Airbus office buildings to meet their modern requirements.</p> <p>The central section of the Airbus site contains older industrial buildings with a larger footprint and specialist facilities assumed to meet Airbus's operational requirements. The parking provision is strong although there is informal parking, irregular building layouts and neglected buildings.</p> <p>Filton 20 provides contains a range of detached buildings with good specification and strong parking provision. Importantly some of the buildings self-contain office, production and research space suited to modern occupiers in aerospace and advanced engineering, as well as other research and development sectors.</p> <p>Brabazon Park contains self-contained offices in a landscaped environment parking is well utilised and circulation that is in good condition.</p> <p>Along the western part of Golf Course Lane the low density industrial buildings are ageing but adequate for the existing occupiers. There are narrow carriageways and tight junctions on Golf Course Lane that would cause difficulty for larger vehicles.</p>
A2.3a Age and suitability of stock	Mainly built 1990's onwards; modern specification may attract national occupiers
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	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>Reasonable site access for all vehicles, indirect or restricted access to major road network. Within 1.2km of a town centre.</p> <ul style="list-style-type: none"> <li>• The site is equidistant from the M4 and M5 3 miles away</li> <li>• Bristol Parkway is a park and ride station 2 and 3 miles away respectively. It provides an hourly service on the London to South Wales and cross-country routes.</li> <li>• Filton Abbey Wood Station is less than 1 mile to the east.</li> <li>• Bristol port is 7 miles away and Bristol airport is 12 miles to the south.</li> </ul>
A3.2 Local accessibility and opportunities to reduce carbon through travel	The site is adjacent to and partly takes access from the A38 arterial route in and out of Bristol and local highway conditions are good. The site is well served by 6 bus routes accessible from Gloucester Road North providing access to Bristol, Yate, Chipping Sodbury and Cribbs Causeway
Indicator compiled by the following:	

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, however, is not within 800m of a metrobus route.
A3.3 Accessibility to town centres/local amenities	The site is within 1.2km from 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 are several local amenities adjacent to the site in Filton town centre – including supermarkets and local shops, as well as SGS College, a church and Filton Golf Club. There is a Lidl located a mile north of the site, as well as a Costa Coffee and other smaller food/drink establishments. Parts of the Filton District Centre is within the CS12 allocation and as such is a short walking distance. Additionally, within walking distance is also the emerging Charlton Hayes community. The new Brabazon neighbourhood directly to the north 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>• Ultrafast – download speeds up to 300mpbs.</li> </ul>
A3.5 Compatibility with neighbouring uses/character of wider area	Mixed commercial area with residential nearby; mainly compatible uses. Filton has a historic connection to aerospace from which the aerospace and engineering cluster and Filton Enterprise area grew. The site is prominent within the aerospace engineering cluster and therefore compatible. The wider area is planned for significant residential development which may worsen congestion and be incompatible with business operation.
A3.6 Strength of functional and/or spatial linkages	Strong sectoral and functional links with the aerospace and engineering activity with Filton Enterprise Area, such as the adjacent GKN Aerospace and Rolls Royce sites. Functional links exist between some employment activity and the MOD Abbey Wood site, as well as with educational institutions such as SGS College and UWE for labour and attracting talent. 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

<b>B1. Site Potential and Opportunities – Application of market sector frameworks</b>	
B1.1 Suitability of site/cluster for key market sectors	The Airbus campus is a specialist aviation production facility and benefits from good access to the M4, M5 and M32. The existing premises therefore meet market sector demand. The office accommodation in the Aerospace business park is tied to Airbus campus and doesn't follow typical locational determinants for market demand. Filton 20 provides high specification office space with integrated premises. The site is a prime location for Aerospace related engineering which the site is well suited to meet. Brabazon office park provides low density Grade B office space and is located in an established cluster which sectoral demand for high technology engineering activity. The low density light industrial warehousing has limited key market sector application.

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 provides suitable production and associated corporate accommodation to meet key market sector demand for aerospace and advanced engineering. The range of floorplates and specifications provided by Filton 20 and Brabazon Business parks meets demand for complimentary high tech and engineering activity to support this cluster.					
B1.3 Scale of Opportunity	There is currently no vacant land for development. The western side of New Road and Filton 20 have an informal and inefficient building typology that presents a reasonable scale of opportunity if those sites were rationalised.				
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	Interventions to improve the A4174 would benefit business and a wider regional improvement of public transport connectivity.				
<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	The site has reasonable potential due to the level of research and development carried out. 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.		
<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.
	Demand for expansion of existing businesses has been adversely impacted by the implications of the COVID-19 pandemic for the aerospace industry, with market demand expected to be subdued in the short to medium term. There is also limited physical space for intensification and redevelopment of current premises.		
<b>Cross-sectoral spatial needs (if not yet captured above)</b>			
B1.11 Can provide space for social enterprise	There is currently a housing association on site. There is physical capability to accommodate flexible workspace typologies in the office accommodation at Filton 20 with minor refurbishment, however occupiers would prefer a more prominent town centre location. The location of the site edge-of-centre in Filton means demand for incubator or accelerator space is likely to be limited, and the existing premises are unlikely to be able to support this.		
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	Exact ownership details are unknown. The Airbus campus and New Road are restricted environments ruling out speculative development or third-party occupation.		
B1.15 Physical and/or environmental constraints	The site is relatively unconstrained beyond the physical borders of the A38 to the east and football club to the south. The Pegasus building on Aerospace Avenue is listed, limiting opportunities for redevelopment in this section of 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	Major or prohibitive constraints that will undermine development feasibility, viability or deliverability.  Environmental constraints sufficiently important to prevent development for employments.

		viability or deliverability	
B1.15 Likely Delivery Timeframe	N/A – no significant development potential.		
<b>C1 Regional Conclusion and Recommendations</b>			
<b>C1.1 Conclusion:</b> 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 site is a strategically important aerospace and engineering cluster in the Filton Enterprise area and South Gloucestershire, as well as the wider region. It contains specialist production facilities, as well as a range of office floorplates for complimentary high-tech engineering activity. There is a reasonable opportunity to support growth through densification of existing office premises and rationalisation of car parking and highway layouts. However, the aerospace industry has been adversely affected by COVID-19 meaning short term consolidation of employment activity.			
<b>C1.3 Recommendation –</b>			
<ul style="list-style-type: none"> <li>• Retain and continue to safeguard for employment use.</li> <li>• Identify necessary policy and investment requirements to promote green industry manufacturing.</li> </ul>			