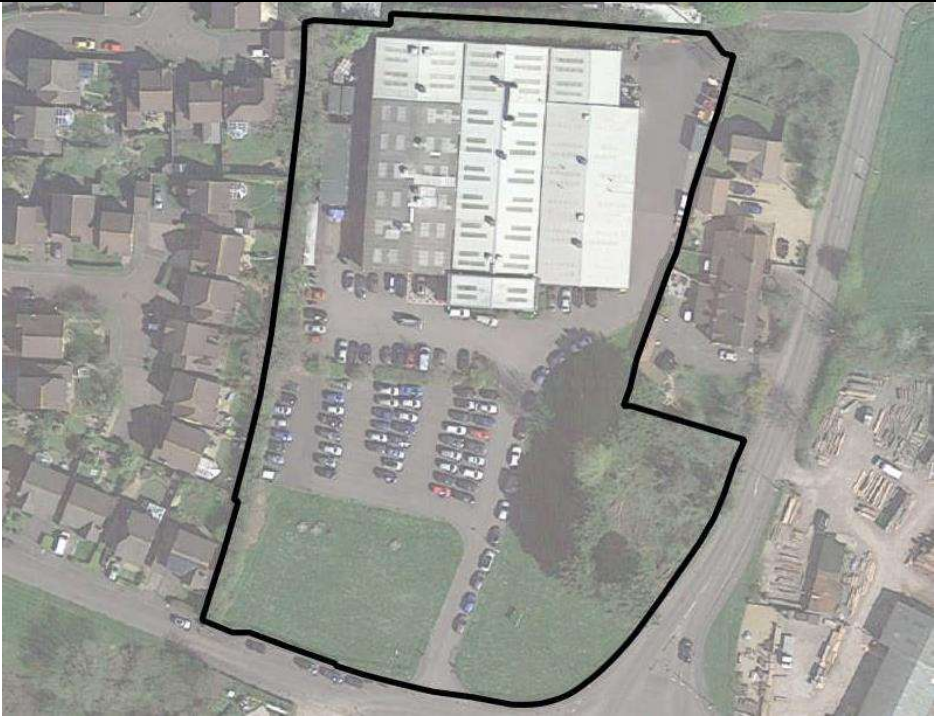


# SG-21 McBraida Site

## 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>McBraida Site, Bath Road, Bridgeyate, BS30 5JW</b>		
A1.2a Sub Area	Bristol East Fringe		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	1.2ha		
A1.5 Site Context	<p>The McBraida site comprises a singular industrial unit and associated parking, which serves the precision engineering business. The site is located in Bridgeyate, a hamlet situated between Bristol and Bath. The premises are the headquarters of McBraida, which specialises precision manufacturing and engineering for the aerospace industry.</p>		
A1.6 Policy Status (existing/emerging)	<p>Site is a safeguarded area for economic development in Core Strategy Policy CS12. Should an application for B8 storage be sought on the site, policy PSP27 would need to be satisfied.</p>		

A1.7 Planning history	The site has been used for industrial purposes for a number of years and the development of the site pre-dates the oldest records held in the area (earlier than the 1970's). Application <b>K578</b> in 1975 was granted for the erection of an additional factory building on the site. Since then, additional extensions have been added to the property, with re-roofing ( <b>PK01/1639/F</b> ).
A1.8 Location	The McBraida site is located out-of-centre in Bridgegate, approximately 7 miles east of Bristol City Centre and directly east of Warmley. The site is located just to the west of Bath Road. To the east, north and south of the site are residential properties. The land on the other side of Bath Road is a Green Belt boundary, allocated for agricultural development and the rural economy. The McBraida site is situated within the East Fringe FEMA.

<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: Manufacturing</p> <p>Key employers within the site include: McBraida Plc</p> <p>The site comprises a singular industrial shed serving McBraida, which acts as a manufacturing/engineering premises and distribution unit for precision-machined components for the Aerospace and Advanced Engineering sector. The site is the headquarters for the business, and functions as its national service centre – supplying to the West of England region and beyond.</p>
A2.2 Amount of undeveloped land on site/within cluster (ha)	There is a small parcel of undeveloped land in the south of the site, bordering Francis Way and Bath Road, which currently contains green space. This currently equates to about 0.3ha, which could offer potential for intensification of existing activity.
A2.2a Total number of units on site	According to SGC NDBR records, in June 2020 there was 1 business unit 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 180 (employment) jobs associated with this site. (ONS, 2019)
A2.3 Quality and fitness of purpose of existing site and premises (existing sites only)	The McBraida site comprises a low density, purpose-built industrial premise in good condition. The site is characterised by good quality industrial stock, with adequate specification suitable for the existing manufacturing and engineering uses. The site offers reasonable parking provision for the current occupier and good circulation, with scope to intensify existing activity due to the available developable land.
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	There is no evidence of 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.

<b>A3. Description of qualitative features of site (sourced from available data, previous ELRs, GIS &amp; other secondary sources)</b>	
A3.1 Strategic connectivity	<p>Restricted access for HGVs, restricted access to major road networks</p> <p>The McBraida site is located approximately 5.5 miles from J18 of the M4, with limited connectivity to the motorway network. However, the A420 and A4174 do provide strong links into Bristol and key employment locations like Emersons Green. The site is particularly remote with regards to the strategic rail network, with the closest station offering regional links located 3.5 miles away at Keynsham – providing connections to Bath Spa, Bristol Parkway and Gloucester. The Port of Bristol at Avonmouth can be accessed within 20 miles via the M5.</p>
<p>A3.2 Local accessibility and opportunities to reduce carbon through travel</p> <p>Indicator compiled by the following:</p>	<p>The McBraida site is well served by six local bus routes, which offer links to Bristol City Centre, Bath, Kingswood and Cribbs Causeway. The site is located adjacent to the A4174 major ring road, with the A420 running through Warmley, which together provide connections west towards Bristol and east towards Chippenham. However, the site is relatively remote from Metrobus routes and strategic cycle routes, limiting opportunities to reduce carbon through travel.</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 however is not within 800m of a metrobus route.</p>
A3.3 Accessibility to town centres/local amenities	<p>The site is not within close proximity to a town centre.</p> <p>The site is relatively remote from local amenities, with the closest available amenities located in Warmley within a 15-minute walk (0.7 miles). Although limited compared to larger town centres, these include food and drink establishments such as Tesco Express and convenience services such as a post office and pharmacy.</p>
A3.4 Digital Connectivity	<p>The Think Broadband UK Broadband Coverage and Speed Test Result: Ultrafast – download speeds up to 300 mpbs</p>
A3.5 Compatibility with neighbouring uses/character of wider area	<p>Mainly residential with few commercial uses; incompatible uses</p> <p>The site is a major employment location for Bridgegate, with the surrounding area dominated by residential and green belt uses. However, the McBraida premises are relatively well screened by the road frontage and trees, so do not provide a major nuisance for the wider area. The Tower Road industrial estate (SG-14) is situated a mile to the west, where the broad uses are compatible with the McBraida site.</p>
A3.6 Strength of functional and/or spatial linkages	<p>The relatively small-scale of the existing premises and the presence of one sole occupier means there are no discernible synergies on the site. The McBraida premises will however possess strong functional linkages with the aerospace industry and supply chain around the UK, particularly the specialist cluster at Filton, as well as with the Port of Bristol at Avonmouth for exports and imports.</p>
A3.7 Access to Local Workforce	<p>Site within East Fringe: More resident workers than jobs (job to worker ratio &lt;0.5).</p>

## **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 McBraida site comprises a purpose-built, high-spec manufacturing and engineering facility in a low-density configuration with good circulation, serving the large space user. Although not necessarily a prime location for manufacturing, the site does offer reasonable connectivity to the cluster of aerospace activity at Filton via the A4174 and Bristol City Centre via the A420. The site is therefore suitable for the current Aerospace and Advanced Engineering uses, serving the occupier's market needs and connectivity requirements.				
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 McBraida site currently meets the premises and locational requirements of the occupier and serves its function well as a manufacturing and distribution centre. The site is unlikely to change from its existing use in the short to medium term, particularly due to the occupier's role within the aerospace supply chain. Larger manufacturing companies may not favour the location of the site out-of-centre, despite its reasonable access to the strategic road network.				
B1.3 Scale of Opportunity	There is a parcel of undeveloped land at the south of the site, which provides an opportunity for new small-scale development or intensification of the existing activity on site, if demand does exist for this. This presents a reasonable scale of opportunity for future employment growth on the site.				
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	There are no requirements for infrastructure investment if the existing activity on site is to be maintained, however increased access to the strategic road network might be required to meet any further potential for supply chain delivery with regards to access.				
<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 new and emerging green industries on the site, as this is not compatible with the existing stock and surrounding residential uses. The relatively isolated location of Bridgegate also suggests there would be limited demand for such industries here. Redevelopment of the site could focus on incorporation of green industries into the current aerospace engineering activity occurring on the site.		
B1.9 Potential to contribute to zero/low carbon growth?	There is reasonable potential to contribute to zero and low carbon growth through opportunities presented by the current occupier's position in the aerospace supply chain. Future low carbon aerospace development could be supported on the site, alongside the cluster at Filton. The site is relatively remote, thus meaning access will primarily be via car, with the associated consequences for carbon emissions.		
<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 McBraida 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 the surrounding residential area and A4175, 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 site is currently unsuitable for providing space for social enterprise, flexible/co-working or a start-up hub, as it is comprised of a singular manufacturing and engineering premises. The existing occupier is unlikely to vacate the site in the short to medium term, thus there is no viable space to accommodate such uses.		
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	Development on the site is constrained physically by the existing residential dwellings to the north and west of the site, as well as the A4175 and green belt boundary to the east. There is currently a relatively small parcel of developable land in the south of the site, which could be used for		

	intensification or expansion of the existing premises if there was demand from the occupier.		
		✓	
	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	If development was to occur on the vacant land within the site, this should be expected within 6-10 years. This is dependent on demand from the existing occupier and its supply chain.		
<b>C1 Regional Conclusion and Recommendations</b>			
<b>C1.1 Conclusion:</b> The site has reasonable potential to contribute to employment growth and key sector prioritisation across South Gloucestershire in the long term.		<b>RAG Summary</b> <b>Reasonable</b>	
<b>C1.2 Justification/rationale –</b> The McBrida site provides an important employment site for a key growth sector in Bridgegate, with the potential for expansion or intensification of existing activity if there is demand from the current occupier. While the existing premises meet the sector requirements for Aerospace and Advanced Engineering, the site's relatively remote location out-of-centre and lack of access to the strategic transport network means future market demand may be limited. The site has reasonable strategic potential to contribute to employment growth and key sector prioritisation across South Gloucestershire in the long term, owing to the occupier's role within the aerospace supply chain and the potential for future growth of the site.			
<b>C1.3 Recommendation –</b>			
<ul style="list-style-type: none"> <li>• Retain and continue to safeguard for employment use.</li> <li>• Encourage intensification of existing employment activity.</li> </ul>			