


# SG-26 Bath Road, Bitton

## 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>Bath Road, Willsbridge, Bitton, BS30 6HZ</b>		
A1.2a Sub Area	South and East Rural		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	1.1ha		
A1.5 Site Context	<p>The site consists of two small industrial units located to the west of Bitton, east Bristol. The site is located on the edge of a built-up area adjacent to the Green Belt boundary with Bath and North East Somerset. The site is located to the south east of Bath Road. Residential properties are located to the north and west of the site, with countryside and the railway line to the south and a sports pitch to the east.</p>		
A1.6 Policy Status (existing/emerging)	<p>The 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</p>		

A1.7 Planning history	Permission was granted in 1978 for the erection of three warehouse units. Since then, there has been a number of change of use applications on the site- primarily changing it from light industrial to warehousing. The most recent application on the site was in 2013 for external alternations to the front elevation of the existing warehouse ( <b>PK13/4094/F</b> ).
A1.8 Location	The site is located out of centre in the western edge of the village of Bitton, in the South and East Rural FEMA. The site is located to the south east of Bath Road. Residential properties are located to the north and west of the site, with countryside and the railway line to the south and a sports pitch to the east. The Bath Road site is situated considerable distance from the other South Gloucestershire sites, situated as a remote outpost on the border of South Gloucestershire and BANES.

## **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 - Information &amp; Communication</p> <p>Key employers within the site include: Avon Valley Precision Engineering - Unity Tyre Co Ltd</p> <p>The Bath Road site consists of two relatively small-scale facilities in a residential area – a fairly modern industrial premises for precision engineering (Avon Valley Precision Engineering) and a vacant former vehicle tyre dealership. The site currently serves the Aerospace and Advanced Engineering sector.</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 2 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 120 (employment) jobs associated with this site. (ONS, 2019)
A2.3 Quality and fitness of purpose of existing site and premises (existing sites only)	The precision engineering premises are a modern and high-spec facility in good condition, with a fairly limited amount of parking provision and restricted circulation. The second premises is an ageing low-rise and low-spec industrial shed, which would require extensive refurbishment to accommodate modern occupiers. The site could be attractive to SMEs and local-scale industrial uses, owing to its relative affordability.
A2.3a Age and suitability of stock	Mainly built 1980's onwards; adequate specification, more suitable to local businesses. Industrial - 5m to eaves upwards.
A2.3b Evidence of significant vacancies	There is 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	Poor loading and parking; minimal parking and basic fit out.
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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	<p>Restricted access for HGVs, restricted access to major road networks</p> <p>The Bath Road site is relatively remote from a strategic transport hub and located approximately 11 miles from motorway access to the M4, thus offering fairly limited connectivity to the strategic road network. Bristol City Centre is situated 7.5 miles north-west (approximately 20 minutes by car via Bath Road) and the Port of Bristol at Avonmouth is approximately 15 miles west. The site is fairly well connected to the strategic rail network, with Keynsham station located 1.5 miles away providing regional and interregional links. The site is served by an hourly bus service to Bath, Kingswood, Patchway and Cribbs Causeway. There is restricted access for HGVs, owing to the residential location of the site.</p>
<p>A3.2 Local accessibility and opportunities to reduce carbon through travel</p> <p>Indicator compiled by the following:</p>	<p>Bath Road is served by an hourly bus service to Bath, Kingswood, Patchway and Cribbs Causeway. Keynsham rail station is located within easy driving distance, which provides infrequent services to a number of locations nationwide – including London, Bristol Parkway, Gloucester and Weymouth. The site provides easy access to the A4174 ring road, which offers links into the centre of Bristol.</p>
A3.2a Reducing carbon from travel to work (Walking / Cycling)	The site has pedestrian access and is 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 stop.
A3.3 Accessibility to town centres/local amenities	<p>The site is not within close proximity to a town centre.</p> <p>The relatively isolated location of the Bath Road site means that accessibility to town centres and local amenities is fairly limited. There are limited local amenities available along Bath Road (including a convenience store, petrol station and a pub), however the nearest designated district centre with significant amenities is located 2 miles away in Keynsham town centre.</p>
A3.4 Digital Connectivity	<p>The Think Broadband UK Broadband Coverage and Speed Test Result: Basic – download speeds up to 10 mpbs</p> <p>The site has recorded basic levels of broadband speed in recent years, which suggests significant infrastructure investment would be required to attract modern occupiers seeking strong levels of broadband coverage.</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 surrounded by an area of residential development and open green space, suggesting a lack of compatibility with the character of the wider area. The location of the Bath Road site within a residential area limits the range of employment activity which can occur.</p>
A3.6 Strength of functional and/or spatial linkages	The Avon Valley Precision Engineering premises located on site will have functional and spatial linkages with the aerospace cluster at Filton and the wider supply chain in the UK, enabled by access links via the A4174. AVPE has direct supply chain linkages with GKN Aerospace in the Bristol North

	Fringe, GE Aviation in Cardiff and Cheltenham, as well as Bombardier in Fleet via the M4.
A3.7 Access to Local Workforce	Site within East Fringe: More resident workers than jobs (job to worker ratio <0.5).

## 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	The existing premises comprises a purpose-built, high-spec manufacturing and engineering facility with poor parking provision. Although not necessarily a prime location for advanced engineering, the site does offer reasonable connectivity to the cluster of aerospace activity at Filton via the A4174 and Avonmouth via the A369. The site is therefore suitable for the current Aerospace and Advanced Engineering uses, serving the occupier's market needs and connectivity requirements. Other premises comprise a low rise, low spec shed in ageing condition – with the potential to be suitable for businesses from Food and Rural Enterprise, small-scale leisure uses or workshop-based activities from Creative and Digital with minor refurbishment.				
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 current occupier from the Aerospace and Advanced Engineering sector is performing well and benefits from the site's connectivity to the strategic road network. However, the site's suitability for the key market sectors is limited by its location in a residential area, as well as its distance from local amenities and public transport. There is some potential to use the other premises for food production or rural enterprise, owing to the site's location in Willsbridge, or alternatively a warehouse fitness studio. Market demand for both uses is however uncertain.				
B1.3 Scale of Opportunity	N/A – no significant development potential.				
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	There is reasonable scope to refurbish premises into a high-spec manufacturing/engineering facility to meet the requirements of modern occupiers, in order to complement the existing AVPE facilities. Market testing will be required here to gauge the demand for such premises.				
Short-term Recovery (COVID-19)					
B1.5 Significant opportunity to provide short term job generation or supply chain support to drive short-term				✓	
	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	

recovery from COVID-19 pandemic			
<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 Willsbridge 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 however.		
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.
There is currently limited physical scope for intensification or expansion of the business activity currently occurring within the site. The site is physically constrained by the bordering residential uses, and there is limited space available for redevelopment. Reasonable market demand does exist for the repurposing / refurbishing premises; however, this is unlikely to be a viable option in the short to medium term considering the financial cost and nuisance for local residents.			
<b>Cross-sectoral spatial needs (if not yet captured above)</b>			
B1.11 Can provide space for social enterprise	The Bath Road site is arguably not currently capable of providing flexible/co-working space or start-up hub space, due to the engineering uses which currently reside in the location. Significant refurbishment and redevelopment of the premises would be required to accommodate such		

B1.12 Capable of providing flexible/co-working space / and/or facilitate remote working	uses, whilst demand is likely to be limited due to the out-of-town location and lack of access to public transport.		
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 surrounding the site, as well as the A431 to the north and Bristol and Bath Railway Path to the south. There is currently potential for redevelopment/repurposing of the other premises, which could be used for expansion of the precision engineering premises if there was demand from the occupier. The surrounding residential dwellings limit the range of employment activity which can occur on the site. There is also currently no surplus developable land located on the site for expansion.		
			✓
	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.		
<b>C1 Regional Conclusion and Recommendations</b>			
<b>C1.1 Conclusion:</b> The site has limited strategic potential to contribute to employment growth and key sector prioritisation across South Gloucestershire in the long term.		<b>RAG Summary</b> 	
<b>C1.2 Justification/rationale –</b> The Bath Road site is a relatively isolated and small-scale employment area, offering accommodation for advanced engineering and service-based industrial uses. Currently, the quality of the existing premises and configuration of the site would make it challenging to support significant key market sector growth. The Green Belt and residential uses which border the Bath Road site pose a significant physical constraint for further growth. Although the site does not display significant strategic potential to contribute to key sector prioritisation across South Gloucestershire, the current occupiers do play an important role within the aerospace supply chain for the sub-region. Therefore, the premises should be safeguarded for employment use.			
<b>C1.3 Recommendation –</b>			
<ul style="list-style-type: none"> <li>Retain and continue to safeguard to protect existing employment activity.</li> <li>Consider redevelopment of site in the long-term to accommodate a wider range of key market sectors.</li> </ul>			

