


# SG-48 Jupiter Road

## 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>Jupiter Road, Patchway, Bristol, BS34 5BW</b>		
A1.2a Sub Area	Bristol North Fringe		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	7.8ha		
A1.5 Site Context	<p>The Jupiter Road site includes two high-quality employment premises, accommodating a courier service and assisted mobility healthcare facility, as well as land used for water infrastructure (a covered reservoir and pumping station). The site is located within the Filton Enterprise Area, neighbouring the Patchway Industrial Estate (SG-49) and The Mall at Cribbs Causeway.</p>		
A1.6 Policy Status (existing/emerging)	<p>Site is an interim safeguarded area for economic development in Core Strategy Policy CS12 and is also designated as an Enterprise Area under policy PSP26. Additionally, Policy PSP27 B8 Storage and Distribution Uses allocates the site for storage and distribution subject to a number of criteria.</p>		

A1.7 Planning history	In line with the wider development of the area, this site came forward around the mid 1980's. Part of the site has been used as a temporary overspill car park ( <b>PT05/3195/REP</b> ). More recently, application <b>PT13/2902/F</b> has been implemented (for the change of use of part ground floor offices from B1 to Healthcare D1). In addition, application <b>P20/00556/F</b> for the construction of a new business park (totalling 5 new office buildings) was approved in June 2020.
A1.8 Location	Located just to the north west of the main Cribbs Causeway out of town retail development, the site is between Pegasus Road to the South, and Highwood Lane to the North. The site is surrounded by commercial outlets. The site is included within the new Cribbs / Patchway neighbourhood and is located to the north of the Filton Airfield site which is to be developed into a major mixed-use scheme. The primary access routes are the A4018 from Bristol, the M5 motorway and Hayes Way link to the A38.

<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: Transportation &amp; Storage - Accommodation &amp; Food Service Activities – Manufacturing</p> <p>Key employers within the site include: Interserve Catering Services – DX - North Bristol NHS Trust</p> <p>The site includes two major high-quality employment premises, neighbouring one another. The first is a large distribution unit for courier service DX, signifying a key player in the local Transport and Logistics Sector. The other is an assisted mobility healthcare facility, Bristol Centre for Enablement, representing the Health and Life Sciences sector. A significant proportion of the site is also accommodated by non-employment land, including water infrastructure such as a covered reservoir and pumping station.</p>
A2.2 Amount of undeveloped land on site/within cluster (ha)	There is currently an undeveloped parcel of land on the site, separating the reservoir from Jupiter Road, which approximately totals 1.6ha. This offers some potential for expansion of the existing uses on site, or new development. The land's proximity to the reservoir may pose a constraint here however, depending on the proposed site use.
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 680 (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 two high-quality employment premises. The DX distribution unit is 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 reasonable 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	Mainly built 1990's onwards; modern specification may attract national occupiers; FRI or 75% condition. Industrial - 6m plus eaves;

A2.3b Evidence of significant vacancies	There is no evidence of significant vacancies.
A2.3c Suitability of buildings for modern occupiers	Well regarded; good market appeal; attracts close to 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.</p> <p>The site offers reasonably strong connectivity via the strategic road network, owing to its location adjacent to J17 of the M5, as well as good access to arterial routes in and out of Bristol. The motorway access provides important links to the strategic transport hub of the Port of Bristol at Avonmouth (less than a 15-minute drive), which benefits the occupier from the Transport and Logistics sector. Patchway station is located 4 miles away, providing regional and interregional services.</p>
<p>A3.2 Local accessibility and opportunities to reduce carbon through travel</p> <p>Indicator compiled by the following:</p>	<p>The site provides good local accessibility, including frequent local bus routes from Lysander Road into Bristol and North Somerset and good access to arterial routes in and out of Bristol. Patchway station, although located 4 miles away, also offers train services into Bristol and wider locations such as Cardiff and Weston-Super-Mare. The site has some pedestrian access but is located on a major road.</p>
A3.2a Reducing carbon from travel to work (Walking / Cycling)	The site has some pedestrian access and is within 100m of a strategic cycle route.
A3.2b Reducing carbon from travel to work (Public Transport)	Site within 400m of a bus stop and is within 800m of a metrobus route.
A3.3 Accessibility to town centres/local amenities	<p>The site is not within close proximity to a town centre.</p> <p>Although remote from town centres, the site is well connected to various local amenities. A wide range of local amenities are available at The Mall at Cribbs Causeway which neighbours the site, including numerous major retailers in one of the UK's largest shopping centres and convenience services such as banks and a gym. Cribbs Causeway is also part of a planned new neighbourhood, which will offer a new district centre in walking distance from the site.</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>Established commercial area; mainly compatible and uniformity of uses.</p> <p>The site is largely compatible with the employment activity of the wider area, particularly the surrounding warehousing/distribution cluster in Cribbs Causeway and Patchway. The DX unit is well accommodated within an area</p>

	of distribution and big box retail uses, including neighbouring premises for Parcelforce Worldwide.
A3.6 Strength of functional and/or spatial linkages	The transport and distribution activity undertaken by DX on site 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 Bristol Centre for Enablement 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

B1. Site Potential and Opportunities – Application of market sector frameworks					
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 re-enablement centre well. The DX unit is 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 distribution uses, with good access to the strategic road network and the Port of Bristol via the M5.				
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. The DX unit is a key distribution site within a wider cluster of such activity in Patchway and Cribbs Causeway. There is potential for development of the vacant land on the site for similar purposes, with some infrastructure investment. The long-term policy aspirations for further office-based provision in the area are not matched by market demand at this stage. This office space is likely to be delivered at the new Brabazon mixed-use development.				
B1.3 Scale of Opportunity	There is a reasonable long-term opportunity for development of the vacant land parcel, likely for Transport and Logistics use due to its allocation, as well as redevelopment of the water infrastructure area if sufficient demand exists.				
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	The water infrastructure site (including a covered reservoir and pumping station) may need to be relocated or redeveloped if the site is to be expanded, which will require significant infrastructure investment. There is unlikely to be sufficient demand for this to be considered as a viable option financially.				
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	
<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. However, the undeveloped land adjoining the covered reservoir may present an opportunity to accommodate clean industries. However, this will require significant infrastructure investment.		
B1.9 Potential to contribute to zero/low carbon growth?	There is currently limited potential to contribute to low or zero carbon growth on the site, owing to the existing stock and occupiers. However, the undeveloped land adjoining the covered reservoir may present an opportunity to utilise the water infrastructure for such purposes. However, this will require significant infrastructure investment.		
<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 site across Concorde Road. There would likely be some demand from DX to intensify their activities on the site, depending on the market circumstances. However, this may require relocation of the water infrastructure present on the site, which would be an expensive solution.			
<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, as well as social enterprise. There may be some potential to provide incubator/start-up hub space, but this would require significant refurbishment and		

B1.12 Capable of providing flexible/co-working space / and/or facilitate remote working	redevelopment. The major new mixed-use development at Filton Airfield is expected to include co-working and start-up hub space, which will likely absorb any existing demand within the Filton and Patchway area.		
B1.13 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 currently constrained by the water infrastructure located on there, which takes up a significant proportion of the site. This would be expensive and problematic to relocate to accommodate new development. The site is also constrained physically by The Mall at Cribbs Causeway to the south and the Parcelforce premises to the east.		
		✓	
	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	11-20 years for any new development, owing to the constraints posed by the water infrastructure. There is some potential for intensification of existing uses in the shorter term.		
<b>C1 Regional Conclusion and Recommendations</b>			
<b>C1.1 Conclusion:</b> The site has reasonable strategic 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 existing employment activity on the site 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 South Gloucestershire in the long term. The site is in a prime location for the distribution uses on site, with a large footprint and good circulation. There is a reasonable scale of opportunity for development of the vacant land on the site, as well as intensification of the existing premises. However, the vacant land is a relatively small land parcel, unless sufficient demand existed to make the relocation of the existing water infrastructure on site viable.			
<b>C1.3 Recommendation –</b>			
<ul style="list-style-type: none"> <li>Retain and continue to safeguard for employment use.</li> </ul>			