


# SG-49 Patchway Industrial Estate

## 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>Patchway Industrial Estate, Concorde Road, BS34 5TB</b>		
A1.2a Sub Area	Bristol North Fringe		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	22.3ha		
A1.5 Site Context	<p>Patchway Industrial Estate is a large industrial park in the North Fringe covering a range of general industry, distribution and leisure uses in low density warehousing. Situated in the Filton Enterprise Area, the site houses a range of occupiers from small-scale up to large-scale, including major companies such as Lidl and Whistl. The Patchway Industrial Estate neighbours Jupiter Road (SG-48) and is included within the new Cribbs / Patchway neighbourhood. The site is to the northwest of the main Cribbs Causeway out of town retail development.</p>		
A1.6 Policy Status (existing/emerging)	<p>Site is an interim safeguarded area for economic development in Core Strategy Policy CS12 and as noted above, is part of the Filton Enterprise Area (policy</p>		

	PSP26). Policy PSP27 B8 Storage and Distribution Uses allocates the site for storage and distribution subject to a number of criteria.
A1.7 Planning history	Parts of the site were approved in 1970's for general warehouse and office use. Since then, the site has seen a number of planning applications in recent years to change the use of the existing units - such as <b>PT14/1301/F</b> (COU from B1 to mixed B1/B8), <b>PT14/3317/F</b> (COU from B8 to B1/B8) and <b>PT15/0902/F</b> (COU from B1/B2 to Sui Generis- Car Repair)
A1.8 Location	The site is located in Patchway in the Bristol North Fringe FEMA, within the Filton Enterprise Area. The site is bordered to the north by the M5 motorway, with access at J17, to the west by Jupiter Road and The Mall at Cribbs Causeway, to the west by residential uses and to the south by the disused Filton Airfield site (including SG-52) – which is to be developed into a major mixed-use development by YTL. This is an attractive employment location with market demand for distribution and out-of-town retail uses.

<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 - Transportation &amp; Storage - Administrative &amp; Support Service Activities</p> <p>Key employers within the site include: Brandon Trust - Saint-Gobain Performance Plastics - Royal Mail Group Ltd - NFT Distribution Operations Ltd - Stage Electrics Partnership Limited</p> <p>The site is large industrial park covering a range of general industry, distribution and leisure uses, including predominantly lower value activities, largely accommodated in low density and low-rise industrial warehouses. Patchway Industrial Estate is situated in an attractive employment location of Patchway, with occupiers including Lidl (distribution service), Ceva Logistics (trucking company), Mitie Waste and Environmental (waste management service) and Brandon Trust (healthcare charity).</p>
A2.2 Amount of undeveloped land on site/within cluster (ha)	The site is largely developed out through small and medium scale industrial and distribution units, with no potential for new development. There is limited physical potential for intensification of existing activities.
A2.2a Total number of units on site	According to SGC NDBR records, in June 2020 there were 22 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 1290 (employment) jobs associated with this site. (ONS, 2019)
A2.3 Quality and fitness of purpose of existing site and premises (existing sites only)	The site mainly contains low density and low-rise industrial warehousing in an attractive employment location, with limited parking provision throughout. Whilst evidence suggests that the existing stock is slightly ageing compared with other sites in Patchway and Cribbs Causeway, it is largely in reasonable or good condition and fit for purpose for the existing smaller-scale industrial and distribution occupiers. There is currently one significant unit available to rent.
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 currently one significant unit available to rent.
A2.3c Suitability of buildings for modern occupiers	Built before 1980; inadequate specification compared to modern units, suitable to local businesses. Industrial - 5m eaves or below; Office – cellular offices.
A2.3d Onsite facilities	Poor loading and parking; minimal parking and basic fit out.

**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 Industrial Estate has relatively strong strategic road links, located adjacent to J17 of the M5. This motorway link offers good access to the strategic transport hub of the Port of Bristol at Avonmouth (less than a 15-minute drive). Patchway station is located 4 miles away, providing regional and interregional services. The site has reasonable access for HGVs and other large vehicles.</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 reasonable local accessibility, including frequent local bus routes from Patchway bus station 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 limited pedestrian access in places and is remote from strategic cycle routes.</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)	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	<p>The site is within 1.2km from Patchway town centre.</p> <p>The site is well connected to various local amenities. A wide range of local amenities are available at The Mall at Cribbs Causeway, including numerous major retailers 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:</p> <ul style="list-style-type: none"> <li>• Ultrafast – download speeds up to 300 mpbs</li> </ul>
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. It is well accommodated within an area of distribution and big box retail uses. Although the site neighbours residential uses, the industrial estate is relatively well screened by a corridor of trees and thus is not a significant nuisance.</p>

A3.6 Strength of functional and/or spatial linkages	The courier activity occurring on site has clear linkages with the surrounding employment cluster in Cribbs Causeway and Patchway, as well as spatial linkages via the strategic road access discussed. The Lidl site will likely have strong functional linkages with the firm's other major distribution centre at Avonmouth, with rapid connections available on the M5.
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 is predominantly comprised of low density and low-rise industrial sheds with good circulation, situated in an edge-of-centre industrial estate in the attractive employment location of Patchway – offering reasonable connectivity by road to Avonmouth and the wider region. The existing premises on the site are suitable for regional distribution and storage activities, as well as retail warehousing and trade counters. As exemplified by the presence of AirHop (a trampoline centre) on the site, these sheds are relatively flexible however and can be repurposed for other uses.				
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 sectors needs for smaller-scale Transport and Logistics activity and serves its purpose within the wider cluster of distribution and warehousing in the Patchway area. The site's location on the M5 offers good connectivity, which benefits the sector, as well as reasonable parking provision. The activity currently on site is not expected to intensify significantly, with the uses expected to remain small-scale and lower value.				
B1.3 Scale of Opportunity	There is currently no potential for significant development on the site, as well as relatively limited opportunity for intensification of existing uses – both in terms of physical space and market demand.				
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 refurbishment might be required if demand from occupiers requiring more high-spec and high-tech spaces increases in the Patchway area to capture this demand.				
<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	Currently limited potential to meet demand for emerging green industries, as this is not compatible with the existing trade offer and there is limited potential for development. However, existing waste and recycling activity on the site could support small-scale uses.		
B1.9 Potential to contribute to zero/low carbon growth?	Currently limited potential to contribute to zero or low carbon growth, as this is not compatible with the existing uses and supply chain. However, waste and recycling activity on site could be repurposed / enhanced to support the move towards low carbon in future.		
<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 market demand for intensification of the existing premises, and fairly restricted space for such redevelopment.			
<b>Cross-sectoral spatial needs (if not yet captured above)</b>			
B1.11 Can provide space for social enterprise	The existing stock on site is not suitable to provide space for social enterprise. In addition, the site is arguably not currently capable of providing flexible/co-working space or incubator/start-up hub space, due to the physical constraints and existing stock in the location. The site is situated in a predominantly distribution and retail focused location, so demand will be limited for social enterprise or co-working space. The lack of potential for development means such spaces are unlikely to be delivered here, particularly with the proposed provision of flexible hubs and start-up space at the Filton Airfield development.		
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 largely constrained by the physical boundary of the neighbouring M5. There is also relatively little space for new development within the area.		
			✓
	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, and limited opportunities for intensification of the existing activity on the site.		
<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> – In terms of the Cribbs Causeway and Patchway employment area, the Patchway Industrial Estate represents slightly ageing and lower quality industrial accommodation, as well as cheaper existing stock. This is evidenced by the lower value general industrial and leisure activity taking place on site, which does not contribute hugely significantly to employment growth and the key sectors identified. However, it is important to protect this employment area in the short to medium term to preserve the existing activity.			
<b>C1.3 Recommendation</b> –			
<ul style="list-style-type: none"> <li>Retain and continue to safeguard to protect existing employment activity.</li> </ul>			