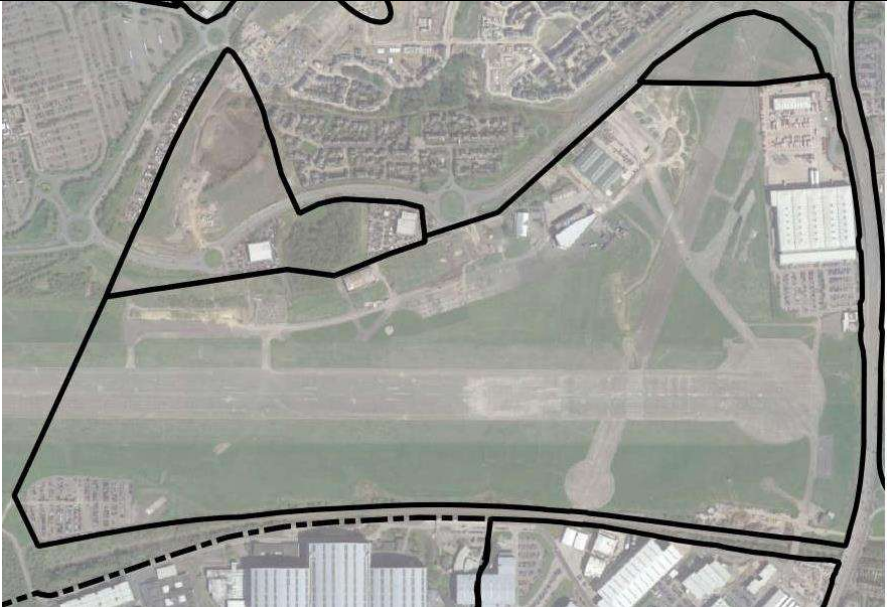


SG-52 Land West of A38, inc. Runway and Royal Mail Site

A: BASELINE SITE INFORMATION

A1. Baseline/Context – All baseline data to be provided by SGC either via AMR, GIS layers or other sources			
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)	Land West of A38, Gloucester Road North, Patchway, BS34 7ST		
A1.2a Sub Area	Bristol North Fringe		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	The whole site area is denoted as 87.4ha, however this is part of the wider mixed-use redevelopment of the site. In the Core Strategy, 50Ha of this was safeguarded for Employment uses.		
A1.5 Site Context	The site is in the Filton Enterprise Area, encompassing a large disused airfield and the Royal Mail's Bristol Mail Centre, sitting within the proposed new Brabazon neighbourhood. The land is bordered by three other safeguarded areas for economic development – Employment Land at Filton Northfield (SG-46), Land West of A38 and south of Hallen railway line (SG-7) and Land East of A38 (SG-6). The listed Bristol Aerospace Museum is situated within the site.		
A1.6 Policy Status (existing/emerging)	Site is an interim safeguarded area for economic development in Core Strategy Policy CS12. The site also falls within the Filton Enterprise area (policy PSP26) and		

	policy PSP27 B8 Storage and Distribution uses allocates the site for storage and distribution subject to a number of criteria.
A1.7 Planning history	This site forms part of the wider Cribbs Patchway New Neighbourhood, and as such, there are many different aspects to the site allocation. Predominantly, the redevelopment of the area falls under application PT03/3143/O , with approximately 66,000sqm of employment land being developed alongside 2,200 new dwellings. However, over time, the amount residential land has increased, with the employment element decreased (application PT14/3867/O).
A1.8 Location	Located on the old Filton Airfield, this allocation is bounded by the A38 to the west, Hayes Way to the north, residential to the West and railway line to the south. The brownfield site is located in the Filton Enterprise Area, on the A38 arterial Gloucester Road North, close to Patchway station. Patchway district centre, an expansion of the current centre on Rodway Road, lies to the north and includes part of the new Charlton Hayes development. The site is surrounded by a number of key sites, including Cribbs Causeway to the north and the Brabazon Hangar and GKN Aerospace Building 19 to the south. The site is located in the North Fringe FEMA.

A2. Current Use <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 & Storage</p> <p>Key employers within the site include: Royal Mail Group Ltd</p> <p>The site currently accommodates a major Royal Mail distribution centre with E class use, serving the key market sector of Transport and Logistics, the listed Bristol Aerospace Museum (serving the Retail, Culture and Leisure sector) and the large disused Filton Airfield – which is to be developed as part of a significant mixed-use scheme led by YTL Developments, as aforementioned. The new neighbourhood will include co-working offices and dynamic start-up workplaces in an Enterprise District.</p>
A2.2 Amount of undeveloped land on site/within cluster (ha)	As discussed, the undeveloped section of the site occupied by the former airfield is permitted for 2675 homes, as well as high-grade office and industrial premises. The new Brabazon neighbourhood will fully develop out the site, with the Royal Mail distribution centre and Bristol Aerospace Museum to remain in their current locations.
A2.2a Total number of units on site	According to SGC NDBR records, in June 2020 there were 8 business units operating within the site.
A2.2b Number of vacant units	According to SGC NDBR records, in June 2020 there were 2 unoccupied business units within the site - indicating that the vacancy rate is approx. 25%
A2.2c Estimate of total number of jobs on site (where possible)	There are approximately 1150 (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 Royal Mail premises are contained in an ageing industrial unit but remains in good condition for warehousing and distribution activity and serves its current purpose as a distribution centre well. It is a good quality operational depot with strong parking provision and a considerable vehicle fleet yard. The Bristol Aerospace Museum is housed in a Grade II listed hangar and a new purpose-built hangar, which are both fit for the purpose of the museum.
A2.3a Age and suitability of stock	Mainly built 1980's onwards; adequate specification, more suitable to local businesses. Industrial - 5m to eaves upwards; Office - mainly open plan accommodation, air-conditioning.
A2.3b Evidence of significant vacancies	There is evidence of low vacancies on the site at present.

A2.3c Suitability of buildings for modern occupiers	Displays market appeal; day to day churn; attracts secondary value.
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 is located on an A38 arterial road, Gloucester Road North, providing good access to the M4 via the Filton Link Road and the Port of Bristol at Avonmouth via the M5. The site is within a 10-minute drive of both Filton Abbey Wood and Patchway stations, which are well served by regional and interregional links. The new Brabazon neighbourhood is expected to include a brand-new train station connecting the site to Bristol Temple Meads in under 15 minutes.</p>
A3.2 Local accessibility and opportunities to reduce carbon through travel	<p>The nearby Patchway station, located 1 mile to the east of the site, provide excellent rail links into Bristol and a range of bus services are available from the A38. Buses run regularly to locations such as the city centre, Bedminster, Cribbs Causeway, and Aztec West. The site has limited pedestrian access in places.</p> <p>Indicator compiled by the following:</p>
A3.2a Reducing carbon from travel to work (Walking / Cycling)	The site has pedestrian access and is also 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 and is within 800m of a metrobus stop.
A3.3 Accessibility to town centres/local amenities	<p>The site is within 1.2km from Filton town centre</p> <p>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 is currently a Lidl located adjacent to the site, as well as a Costa Coffee and other smaller food/drink establishments. Patchway District Centre is within a short walking distance, as is the emerging Charlton Hayes community. The new Brabazon neighbourhood is expected to deliver a range of local amenities, as well as independent restaurants, boutique stores and various childcare services.</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. This is likely to be addressed through the Brabazon development.</p>
A3.5 Compatibility with neighbouring uses/character of wider area	<p>Established commercial area; mainly compatible and uniformity of uses.</p> <p>Whilst the character of the wider area is undoubtedly undergoing significant change with the new district centre development, the existing site is generally compatible with the surrounding aerospace and distribution employment activity in the Filton Enterprise Area. The future occupiers in the Brabazon</p>

	development are expected to complement the existing offer in Filton, in line with the policy aspirations of South Gloucestershire.
A3.6 Strength of functional and/or spatial linkages	The relative lack of activity on the site means there is limited functional linkages with other businesses. However, the future development on the airfield is expected to deliver employment uses which engage with the existing Aerospace and Advanced Engineering cluster around the site. The Royal Mail distribution centre has obvious spatial links with the wider area and the strategic transport network, as a result of the nature of its activity.
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 Brabazon development is anticipated to deliver a range of employment premises. This will include headquarter office buildings (Grade A offices with large floorplates), as well as more flexible Grade A and B office space, purpose-built research institutions, and high-tech manufacturing premises (high-spec and low density). South Gloucestershire has expressed a desire for the site to reflect the existing clusters in Filton. As a result, the future site should be considered suitable for Aerospace and Advanced Engineering, Professional Services, Creative and Digital, as well as start-ups and micro firms.				
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)
	As the new district centre develops on the disused airfield, it is expected that employment land will be delivered within a mixed-use development. This is to include high-grade headquarter office buildings, high-tech manufacturing institutions, dynamic start-up workplaces and co-working offices. As a result, there is strong suitability for the Professional Services, Aerospace and Advanced Manufacturing, and Creative and Digital sectors, as well as some Retail space. The employment uses are likely to complement the existing cluster strengths in Filton and the wider North Fringe.				
B1.3 Scale of Opportunity	In addition to the major mixed-use development on the airfield, there is also some potential for redevelopment of the Royal Mail site for higher value uses or office-based activity. However, there is no evidence on demand for this.				
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	There will be significant infrastructure investment required to develop the airfield site to enable its employment land potential, in line with the plans outlined. The infrastructure investment involved in the 345-acre development includes a new train station, new Metro Bus routes, schools and nurseries.				

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
Inclusive Growth			
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.		
Clean Growth			
B1.8 Potential to meet demand for new/emerging green industries	There is potential for the new employment land to accommodate new and emerging green industries when the airfield site is developed, particularly due to its location in the Bristol North Fringe.		
B1.9 Potential to contribute to zero/low carbon growth?	There is potential for the new employment land to contribute to low or zero carbon growth when the airfield site is developed, dependent on the premises which are constructed. However, it is important to recognise that the extensive construction of the new district centre will likely contribute significantly to carbon emissions.		
Regeneration (existing sites only)			
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 limited premises currently on the site mean the sectoral demand for in-situ expansion of businesses is restricted. There may be reasonable potential for intensification or expansion of the existing Royal Mail site however, as well as redevelopment for higher value Aerospace or Advanced Engineering uses or office-based activity.			
Cross-sectoral spatial needs (if not yet captured above)			
B1.11 Can provide space for social enterprise	The outlined plans for the Brabazon development include co-working offices, specialist research facilities and dynamic start-up workplaces. As a result, there is significant potential for accommodation of start-up hub/incubator space and flexible/co-working space once the site is developed. This sits in line with the significant high-skilled employment		

B1.12 Capable of providing flexible/co-working space / and/or facilitate remote working	proposed here in the long-term. The existing premises do not offer accommodation for start-ups or SMEs.		
B1.13 Capable of providing incubator/ accelerator/start-up hub space.			
Delivery			
B1.14 Ownership	YTL currently own the airfield site and are expected to want to control the employment activity which occurs within the new development.		
B1.15 Physical and/or environmental constraints	Appears to be a largely unconstrained site for future development, as demonstrated by the major plans in place by YTL for the Brabazon district centre. There are some minor constraints presented by three listed buildings within the site (including the museum) and a Site of Nature Conversation Interest, which expands into the site boundaries.		
	✓		
	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.		
C1 Regional Conclusion and Recommendations			
C1.1 Conclusion: The site has strong strategic potential to contribute to employment growth and key sector prioritisation across South Gloucestershire in the long term.		RAG Summary Strategic	
C1.2 Justification/rationale – While the existing site does not provide significant employment provision for the key market sectors, there is high quality employment floorspace (although of increasingly reducing quantity) committed on the disused airfield within the YTL Brabazon development, as well as some potential for intensification of the Royal Mail premises. This provision of employment land within the mixed-use development is to include co-working offices and dynamic start-up workplaces in a new Enterprise District. Considering the site's location in the established Filton Enterprise Area, there is potential for strong functional linkages to develop with the surrounding cluster of Aerospace and Advanced Engineering businesses. The site is well connected to the M4 via the Filton Link Road and the Port of Bristol at Avonmouth via the M5 and is well served by regional and interregional links. The new Brabazon neighbourhood is expected to include a brand-new train station connecting the site to Bristol Temple Meads in under 15 minutes.			
C1.3 Recommendation –			
<ul style="list-style-type: none"> Retain and continue to safeguard for employment use. 			

- Once complete, the employment aspect of the YTL development should be considered for co-working offices and specialist research facilities which support existing cluster strengths in the Filton Enterprise.