


SG-02a Almondsbury Business Park (Western 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)	Almondsbury Business Park, Ash Ridge Road, Bradley Stoke, BS32 4QD (Western Site)		
A1.2a Sub Area	Bristol North Fringe		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	12.59ha		
A1.5 Site Context	<p>This edge of centre business park forms the northernmost edge of the Bristol North Fringe urban area and is a designated business employment area. The overall site lies to the south of the M4/M5 interchange. This site section is 'L' shaped as there is a holiday park to the south eastern edge. This particular part of the site is the westernmost point of the wider existing CS12 allocation. It contains three office and industrial park layouts with distinct designs, a larger Yodel</p>		

	distribution unit and Hilton hotel occupying their own plots. The site forms part of the main office cluster in the North Fringe, alongside the Aztec West Business Park. There is a substation between Yodel and Woodlands Court office park.
A1.6 Policy Status (existing/emerging)	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.
A1.7 Planning history	This part of the site was developed around the late 1980's under planning applications P84/0020/1 and later on, P88/0020/70 .
A1.8 Location	Situated on the northern edge of the Bristol North Fringe urban area bound by the M4/ M5 Interchange which contains the site to the north, within settlement limits. The residential community of Bradley Stoke to the south. The A38 sits immediately to the west and Aztec West beyond that. To the east the site is bound by Woodlands Park residential caravan park.

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: Administrative & Support Service Activities - Wholesale & Retail Trade; Repair of Motor Vehicles & Motorcycles - Information & Communication</p> <p>Key employers within the site include: Maple Hotels 1 Limited - Jungheinrich UK Ltd - Stonewater Ltd - Yodel Delivery Network Ltd</p> <p>Each office/ industrial park contains different employment activity. Woodlands Court comprises office functions for larger regional and national semi-professional companies that do not require customers to walk off the street. Key market sectors include engineering (RTP), professional services (Evolved Intelligence-Mobileum) and housing and construction (Stonewater). The Quadrant accommodates distribution and storage warehouses for established transport and logistics companies (notably DHL and TNT), along with more general local business activity. Orpen Park accommodates large two storey manufacturing warehouses for specialised components suppliers used in chemical processes such as Swagelok (manufacturer) and general automotive activity. In addition, a distribution centre for established transport and logistic provider Yodel is located in the north of site, bordering the M5. The Hilton Hotel is a purpose built out of town hotel serving the wider business park and North Bristol Fringe.</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 32 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 700 (employment) jobs associated with this site. (ONS, 2019)
A2.3 Quality and fitness of purpose of existing site and	The industrial units in Orpen Park and the Quadrant appear dated, although they are in good condition. Similarly, Woodlands Court and the Hilton are not modern designs but in good condition and appealing to modern occupiers – as evidenced by the lack of vacancies. The road layout throughout the site is well designed and

premises (existing sites only)	suitable for modern occupiers, however there is evidence of parking pressure along Ash Ridge Road.
A2.3a Age and suitability of stock	Mainly built 1990's onwards; modern specification may attract national occupiers.
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	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>Close to major road network, easy access for all, however mainly offices are based here. Within 1.2km of a town centre:</p> <ul style="list-style-type: none"> • Located adjacent to the strategic road network at the M4 / M5 Almondsbury Interchange. • Patchway Station on the South West main line is reasonable driving distance (2 miles from the site). It provides hourly services to Cardiff Central and Taunton. • Bristol Parkway is a park and ride station, 3 miles away. It provides an hourly service on the London to South Wales and cross-country routes. • Bristol Port is 7 miles away, easily accessed by vehicle on the M5.
<p>A3.2 Local accessibility and opportunities to reduce carbon through travel</p> <p>Indicator compiled by the following:</p>	<p>The site is adjacent to the A38 radial route in and out of Bristol. The nearest bus station is Aztec West roundabout 150m from Ash Ridge road served by routes T1, 73 and 10 providing 3 bus/hr to Bristol city centre, a half hourly service to Cribbs Causeway and hourly service to Avonmouth and Thornbury. Metrobus route M1 from Cribbs Causeway to Hengrove Park can be accessed 400m from the site at the southern arm of the Aztec roundabout. It provides a rapid transit bus service every 10 minutes.</p>
A3.2a Reducing carbon from travel to work (Walking / Cycling)	The site has pedestrian access however is 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 route.
A3.3 Accessibility to town centres/local amenities	<p>The site is within 1.2km from Bradley Stoke retail centre.</p> <p>There is a health club on site at the Hilton hotel and several hot food takeaways, restaurants and pubs within the wider Almondsbury Business Park. There are two major supermarkets (Tesco Express and Aldi), local community facilities and vet clustered around the Patchway Brook roundabout. There are several hotels and overnight accommodation facilities along Bradley Stoke Way and Gloucester Road.</p>

A3.4 Digital Connectivity	<p>Think Broadband UK Broadband Coverage and Speed Test Result:</p> <ul style="list-style-type: none"> • Superfast – download speeds up to 24 mpbs <p>Broadband speeds are classified as decent but well below the average for the Filton and Bradley Stoke constituency. Several postcodes within the site register broadband speeds <10mbps, approaching a basic level of service.</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 an established business park location, defining the character of the area alongside Aztec West, although the wider area around it is the residential area of Bradley Stoke. The office uses, and to a lesser extent the Hilton hotel, is compatible with the edge of centre business park location. The transport and logistics uses are compatible with their location adjacent to the M4/ M5 and on the A38 into Bristol.</p> <p>The south eastern portion of the site is bound by a residential caravan park which could be unattractive for industrial activity.</p>
A3.6 Strength of functional and/or spatial linkages	<p>The main functional linkage is between the site and the motorway/A38. This benefits all businesses, especially transport and logistics services, enabling them to move goods between Bristol city centre, Bristol Port and the rest of the UK. Major occupiers like Yodel and TNT will have functional linkages with their other facilities around the country. For office-based activity this increases the potential catchment for employees. The office occupiers are relatively local in nature, meaning functional linkages are limited.</p>
A3.7 Access to Local Workforce	<p>Site within North Fringe: Fewer resident workers than jobs (job to worker ratio >1.5).</p>

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	<p>The site is an industrial estate/business park on the edge of the Greater Bristol urban area and next to the M4/ M5 motorway junction. Orpen Park contains larger purpose-built industrial floorplates, with ancillary office premises above and circulation space that could accommodate HGVs. The Quadrant is an existing distribution and logistics cluster of smaller low-density warehouses with circulation space for LGVs. The Yodel site has a small footprint by modern logistics standards and ample HGV parking and loading facilities, controlled access and good circulation. Office facilities in Woodlands Court are single storey Grade A/B buildings.</p>				
B1.2 Strength of existing or potential suitability and rationale	Fully, readily and viably meets market / sector needs	<p style="text-align: center;">✓</p> <p>Committed infrastructure or other planned investment will enable market / sector needs to be met</p>	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)
<p>In terms of existing premises, the site currently meets the needs for key market sectors. Orpen Park provides a range of facilities capable of accommodating advanced manufacturing, food and rural business, creative and digital workshops. The Quadrant can meet the needs for last mile distribution and business storage, workshop based creative activity and out of town retail warehouses. Woodlands Court is suited to Grade A/Grade B office activity for larger local businesses, independent/sole</p>					

	traders and office based creative and digital activity, however broadband provision is basic in places. The building premises are sound; however, the site is adjacent to residential development which can limit the extent of the industrial activity which can take place on site. The Yodel site is suitable for last mile logistics.		
B1.3 Scale of Opportunity	There are negligible amounts of undeveloped land on site. There is a low level of opportunity for infill development across the site at the expense of onsite car parking, such as at the Yodel site.		
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	Off street and informal parking appears to be at capacity across the site. Intervention to shift modal share away from private car use can facilitate greater levels of employment. Proposals such as integrated ticketing for rail and bus services mentioned in the JLTP4 would make it easier to link trips. Resolving congestion along the A38 would benefit last mile distribution activity getting in and out of Bristol. Improving broadband speed would particularly benefit office-based knowledge activity in the modern economy.		
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	Existing office activity in Woodlands Court provide for professional services in the realm of sustainability. The premises at Orpen Park have potential to be used for advanced manufacturing, which could be used for new and emerging green industries.		
B1.9 Potential to contribute to zero/low carbon growth?	The commercial market in this location is cost and functionality lead. The site is predominantly accessible by car, limiting opportunities to reduce carbon emissions. Zero/low carbon growth is not currently seen as essential in the short term. Low cost interventions such as EVCP and fully electric/renewable last mile logistics fleets to improve air quality.		
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.
Developable employment land is scarce at this location, creating reasonable levels of demand, however occupiers are driven by cost. Commerce and logistics activity at Orpen Park and the Quadrant prefer low density units – making densification unlikely. There is potential for further expansion of this activity as they replace more general industrial activity.			
Cross-sectoral spatial needs (if not yet captured above)			
B1.11 Can provide space for social enterprise	The office space at Woodlands Court is suitable to provide space for social enterprise, however the edge-of-centre location may limit demand from such occupiers. Similarly, Woodlands Court is capable of providing flexible/co-working space with minor refurbishment. Demand is likely to increase for such spaces in light of the COVID-19 pandemic and rise in remote working. The smaller industrial units within The Quadrant could be repurposed to provide incubator/accelerator space for start-ups, if such demand existed in the area.		
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.			
Delivery			
B1.14 Ownership	No known ownership constraints.		
B1.15 Physical and/or environmental constraints	Electricity Pylon cables run above over Orpen Park and the Yodel site, which limit development heights. The northern section of the site is constrained by the M5. The southern section of the site is relatively unconstrained, however adjacent residential development could limit the nature of employment activity occurring on site. There are no constraints posed by environmental designations.		
		✓	
	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.		

C1 Regional Conclusion and Recommendations	
<p>C1.1 Conclusion: Considered alongside the other two parcels which comprise Almondsbury Business Park, the site has strong strategic potential to contribute to employment growth and key sector prioritisation across South Gloucestershire.</p>	<p>RAG Summary</p> <p style="text-align: center;">Strong</p>
<p>C1.2 Justification/rationale – The site is part of a longstanding business park in South Gloucestershire’s main employment area. It accommodates a range of employment activity in the North Fringe, that benefits from its location in relation to the strategic road network and Bristol City Centre. The premises are dated in places but in good condition and have a well-designed formal layout, enabling the site to function well for occupiers from professional services, last mile logistics and advanced manufacturing. There is currently evident pressure on car parking, as this site attracts high levels of vehicle use given its location next to the M5. Issues surrounding digital connectivity and broadband provision need to be addressed in the long term.</p> <p>The site contains employment activity in key market sectors on a reasonable scale and has a good range of unit sizes, but there are several constraints which need to be addressed. Electricity pylons running overhead limit higher density development to the southern portion of the site. There is also a lack of physical space for further development, while intensification of existing premises is incompatible with the premise requirements for logistics and low-density floorplates, particularly low-density floorplates. Occupiers in this location are cost-led so intensification may not be viable for both industrial and office occupiers. Adjacent residential development could limit the nature of employment activity occurring on site.</p>	
<p>C1.3 Recommendation –</p> <ul style="list-style-type: none"> • Retain and continue to safeguard as an employment site. • Consider a strategy for the Almondsbury Business Park to coordinate growth across the site as a whole, focusing on issues around modal share and digital connectivity. 	