


SG-02c Almondsbury Business Park, Eastern 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>
	Committed (permitted)		<i>Note: Subject to the type of site being considered, not all fields in this proforma will be populated.</i>
	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 (Eastern Site)		
A1.2a Sub Area	Bristol North Fringe		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	7.3ha		
A1.5 Site Context	<p>The 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 the eastern and smallest land parcel of the wider existing CS12 allocation, comprised of four industrial/distribution warehouses with Hawkey Drive running through the centre of the site. There is an electricity pylon and cables running along the vehicle yards of the ABB and Greencore sites in the north.</p>		

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	Permission was granted in 1991 for the erection of a distribution unit (P92/0020/334) and then a further permission was granted a year later for the erection of two warehouses totalling 28,600sqm (P93/0020/370). In 2012, application PT12/3235/F was permitted, allowing for the erection of a single storey extension to form a link between units 5 and 6b.
A1.8 Location	Situated on the northern edge of the Bristol North Fringe urban area, within settlement limits, bound to the north by the M4/ M5 interchange which contains the site. The site is bound to the west by the central parcel of Almondsbury Business Park (SG-2b) and the residential area of Bradley Stoke to the south.

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 - Transportation & Storage - Manufacturing</p> <p>Key employers within the site include: Greencore Prepared Meals Ltd - Paragon Customer Communications</p> <p>Employment activity is predominantly industrial based, with some key market sector activity within advanced engineering and logistics. The site is comprised of four large rectangular industrial warehouses, two manufacturing plants for food production (Greencore) and motion machinery, a commercial printer (Paragon Customer Communications) and DHL Express distribution warehouse.</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 5 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 610 (employment) jobs associated with this site. (ONS, 2019)
A2.3 Quality and fitness of purpose of existing site and premises (existing sites only)	The industrial warehouses are all of a similar age and are in good condition with HGV loading bays, external plant storage and private car parking. The site is well maintained, Hawkey Drive is in good condition and allows good circulation for HGVs, although there is evidence of on street parking. This suggests the existing premises are suitable for the existing modern occupiers from the advanced engineering and logistics sectors.
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.
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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 Eagles Wood outside the site served by route 73, a half hourly service between Temple Meads and Cribbs Causeway. Three further routes can be accessed at Aztec West Roundabout including the M1 rapid bus transit service.</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 day nursery and restaurant amenities adjacent to the site on the Almondsbury Business Park. There are two major supermarkets, local community facilities and a vet clustered around the Patchway Brook roundabout. There are several hotels and overnight accommodation 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 surrounding employment activity in Almondsbury Business Park is predominantly office-based and unrelated to the site, but not generally incompatible with wider employment activity in this location. The residential area to the south could restrict working hours and late-night deliveries to the site, although there would be a degree of noise pollution from the adjacent motorway.</p>

A3.6 Strength of functional and/or spatial linkages	The main functional linkage is between the site and the motorway and A38. This benefits all businesses, especially transport and logistics services, that can easily move goods between Bristol City Centre, Bristol Port and the rest of the UK. Linkages likely do not exist between the occupiers of the site, as the activities occurring on site are relatively unrelated in nature.
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 existing premises are located on an industrial park on the edge of the Greater Bristol urban area and near the M4 and M5 interchange. The premises are reasonably sized low-density warehouses with good quality facilities. On this basis, the building's features and location are reasonably well suited for existing commerce activity such as last mile logistics and storage, advanced manufacturing and food production on site. Furthermore, the site's locational requirements are suitable for a specialist facility for the health and life sciences, or waste management energy centre.				
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)
Overall, the site has good suitability to meet demand for advanced manufacturing, storage and last mile logistics. However, an industrial park location would be preferable further away from a residential environment. Specific investment would be needed to convert the buildings into a specialist, health and life science or waste management facility and again proximity to a residential area can be too restrictive.					
B1.3 Scale of Opportunity	No vacant land identified and very little scope to develop operational parking and loading facilities.				
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	The site does not have much further potential to realise. 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	✓				
	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			
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	The existing premises would be of interest to employment activity in the new and emerging green industries, if demand did exist in this edge-of-centre location.		
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.
Employment land is scarce at this location, limiting opportunities for redevelopment. The site currently serves key market sectors but is physically constrained for future expansion. Densification is not likely given the nature of the premises and commerce activity.			
Cross-sectoral spatial needs (if not yet captured above)			
B1.11 Can provide space for social enterprise	The building features and the size of premises are unsuitable for social enterprises, which typically prefer smaller office spaces. Similarly, the existing warehouses are likely not suitable for flexible or co-working space. The existing industrial premises could be repurposed for incubator /accelerator space to create a start-up hub space similar to Podville within the Almondsbury Business Park, however this would require significant investment in refurbishment.		
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	An electricity pylon runs through the vehicle yards of the ABB and Greencore sites in the north, which limits development heights. The northern section of the site is also physically constrained by the bordering M4. The southern section of the site is relatively constrained by the residential area, which could also 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			
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.		RAG Summary Strong	
<p>C1.2 Justification/rationale – The site is a well-designed industrial park in a strategic transport location, close to the M4/ M5 Interchange and Greater Bristol Urban area. For this reason, it serves several key market sectors and would be well suited to the provision of a specialist health and life science/waste management facility (if there was market demand for this). However, the site is relatively small (four units) and has likely reached its development potential.</p> <p>The site currently serves advanced engineering, digital technology, transport and logistics key market sectors but is physically constrained and not at a significant scale. It is physically constrained from expansion by the M4 to the east and residential area to the south, with the proximity to this residential area acting as an operational constraint on employment activity that generates a high level of vehicle trips at unsociable hours. Expansion to the west would be more feasible but still unlikely. There is no space on site for further development without removing crucial operational vehicle and storage facilities. Densification is not suitable for the nature of this employment activity and not possible for the two north units, due to the electricity pylon and overhead cables.</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 mode share and digital connectivity. 			