


SG-23b Southway Drive, North Common (South 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)	Southway Drive (South Site), Warmley, BS30 5LW		
A1.2a Sub Area	Bristol East Fringe		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	1.9ha		
A1.5 Site Context	<p>Southway Drive is an out-of-centre industrial park located in Cadbury Heath, a residential area to the east of Bristol. The site is located to the east of Bath Road (A4175) and south of Southway Drive. This is the southernmost section of the site, located south of Victoria Road. The land parcel predominantly accommodates distribution in traditional industrial sheds with significant open storage, as well as some smaller office uses.</p>		

A1.6 Policy Status (existing/emerging)	Site is a safeguarded area for economic development in 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	The overall site was granted permission in 1980 as part of a wider employment and residential development. More recently, application PK12/1100/F for the erection of a 2 storage bay extension was approved and has been implemented. In addition, application P19/11026/NFU for the flexible use of part of the unit for an A1, A2, A3 or B1 use class was deemed permitted development and thus is acceptable for three years from 1 July 2019.
A1.8 Location	Southway Drive industrial park is located out-of-centre in Cadbury Heath, within the East Bristol Fringe FEMA, in a primarily residential and Green Belt area. The site is located to the east of Bath Road (A4175) and south of Southway Drive. The site is surrounded by residential to the west, industrial to the north and a playing pitch and residential to the south. To the west, residential dwellings run along Bath Road, but countryside fields to the rear of these domestic dwellings. The Bristol and Bath Railway Path, part of the National Cycle Network, runs along the site's western boundary.

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</p> <p>Key employers within the site include: Steve Gregor Plumbing & Heating Ltd - F & B Profiles Ltd - Commercial Trading Pallets</p> <p>The southern section of the Southway Drive industrial park serves distribution in warehousing with open storage, as well as some smaller office uses. The current occupiers on the site include Commercial Trading Pallets (storage and distribution for a pallet supplier), Prompt Transport Limited (distribution service) and Gregor Heating, Electricity and Renewable Energy (office space for central heating service). The key market sectors served are Transport and Logistics and Professional Services.</p>
A2.2 Amount of undeveloped land on site/within cluster (ha)	The site is fully developed out through industrial sheds/warehouses and open storage, as well as office uses, with limited potential for intensification of existing activity.
A2.2a Total number of units on site	According to SGC NDBR records, in June 2020 there were 12 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 450 (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 is characterised by traditional industrial warehouses in good condition; however, some refurbishment may be required to suit more modern occupiers. The site offers poor parking provision, in contrast to significant open storage for vehicles, freight and other goods. The office space provided is Grade B stock in good condition, including the use of solar panels. There is currently no evidence of significant vacancies within the industrial park.
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 no evidence of significant vacancies.
A2.3c Suitability of buildings for modern occupiers	Displays market appeal; day to day churn; attracts secondary value.
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>Restricted access for HGVs, restricted access to major road networks</p> <p>The Southway Drive industrial park is relatively remote from a strategic transport hub and located approximately 7 miles from motorway access to the M4, thus offering limited connectivity to the strategic road network. Bristol City Centre is situated 11.5 miles west (approximately 25 minutes by car via the A4174) and the Port of Bristol at Avonmouth is approximately 20 miles west. The site is also relatively remote from the strategic rail network, with Keynsham station located 3.5 miles away providing regional and interregional links. The site is served by an hourly bus service to Bristol City Centre, Kingswood and Bitton.</p>
<p>A3.2 Local accessibility and opportunities to reduce carbon through travel</p> <p>Indicator compiled by the following:</p>	<p>The site is served by an hourly local bus service, which links the site to Bristol City Centre, Kingswood and Bitton. The site is also located in close proximity to the A4174 ring road, as well as arterial roads into Bath and Chippenham. The closest train station is situated at Keynsham, approximately 3.5 miles from the site, which provides regular services into Bristol, Bath and the wider sub-region.</p>
A3.2a Reducing carbon from travel to work (Walking / Cycling)	The site has 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 however is not within 800m of a metrobus stop.
A3.3 Accessibility to town centres/local amenities	<p>The site is not within close proximity to a town centre.</p> <p>The site is relatively remote from local amenities. The closest are available in Cadbury Heath (Newton Road Local Centre and Westcourt Drive Local Centre), which are situated within a 15-minute walk. Although limited compared to larger town centres, these include food and drink establishments, as well as a range of convenience stores, and accessible services such as a post office and pharmacy. Warmley is also within a 20-minute walk from the site, which includes amenities such as a Tesco express / petrol station.</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	Mainly residential with few commercial uses; incompatible uses The site is generally compatible with the surrounding residential area, as it is relatively well screened and separated from housing by the Railway Path and the green belt boundary. The existing employment land in the immediate local area includes similar industrial parks, with the closest compatible industrial/logistics activity occurring on Tower Road (SG-14) a mile north of the site.
A3.6 Strength of functional and/or spatial linkages	The existing businesses on the site generally serve the local area, thus there is limited evidence of existing functional linkages with other sites.
A3.7 Access to Local Workforce	Site within East Fringe: More resident workers than jobs (job to worker ratio <0.5).

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 southern section of the Southway Drive industrial park is predominantly made up of relatively dated, low density warehousing facilities with good supply of open storage and strong parking provision. The existing premises on the site are suitable for regional/local distribution and storage activities. The small office suites provided are suitable for the current occupier, offering Grade B space, although have limited access to local amenities and poor parking provision. The site is therefore suitable for smaller businesses from the Transport and Logistics and Professional Services sectors.				
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 site performs well as an employment location for Cadbury Heath, acting as a distribution hub for the local area, as well as smaller Grade B office space for SMEs and local traders. The significant open storage is particularly beneficial for the Transport and Logistics sector. The industrial park's location does not necessarily meet the locational demands of distribution and manufacturing uses; however, the current uses are predominantly local scale. The existing stock on the site is suitable for these current smaller uses, although the redevelopment of units would be required to deliver viable premises to meet the market and sector needs of more modern and larger-scale occupiers.				
B1.3 Scale of Opportunity	There is currently no potential for significant development in future, as well as highly limited physical space for intensification of existing uses within the site.				

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 out-of-centre locations to capture this demand.		
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	The existing occupier of the office space on site, Gregor Heating, Electricity and Renewable Energy, are focused on installing and servicing the latest renewable technologies in homes and businesses across the West of England (particularly air-to-water heat pumps) – highlighting the accommodation of an emerging green industry. However, there is currently limited potential to meet demand for other larger-scale green industries on the rest of the site, as this is not compatible with the existing stock. The isolated location of Cadbury Heath also suggests there would be limited demand for this here.		
B1.9 Potential to contribute to zero/low carbon growth?	The existing offices for Gregor Heating, Electricity and Renewable Energy include the use of solar panels, which offers a minor contribution towards low carbon growth. This business is driving low-carbon growth in the sub-region, including the installation of renewable technologies. There is currently limited potential for the other occupiers on the site to contribute to zero/low carbon growth however, as this is not compatible with the existing uses and stock.		
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.

	<p>There is currently limited physical scope for intensification or expansion of the business activity currently occurring within the site. The site is physically constrained by the bordering uses, and there is limited space available for redevelopment. Reasonable market demand does exist for the intensification of existing activity, however this could only be provided through the redevelopment of the site, such as the areas of open storage. This is unlikely to be a viable option in the short to medium term considering the occupiers on the site.</p>		
Cross-sectoral spatial needs (if not yet captured above)			
B1.11 Can provide space for social enterprise	<p>There is some limited potential for provision of affordable and flexible space for start-ups and SMEs within this southern section. This would require minor refurbishment of the existing office and distribution premises; however, the question remains as to demand for such a space within the Cadbury Heath area. This out-of-centre locations typically means there will be limited demand for incubator or accelerator type spaces. Grow-on space could not be provided here, thus the range of uses would be limited.</p>		
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	<p>The site is physically constrained by the surrounding residential area and neighbouring Green Belt land. The site is bordered to the east by Green Belt land allocated for agricultural development, as well as a Site of Nature Conservation Interest. The industrial park is bound by residential dwellings in all other directions, as well as the aforementioned Bristol and Bath Railway Path to the west. It is also constrained by Southway Drive, which runs to the north of this land parcel. There is thus limited space for new development or intensification.</p>		
			✓
	<p>No significant or relatively minor constraints that will not undermine development feasibility, viability or deliverability.</p>	<p>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</p>	<p>Major or prohibitive constraints that will undermine development feasibility, viability or deliverability.</p> <p>Environmental constraints sufficiently important to prevent development for employments.</p>
B1.15 Likely Delivery Timeframe	N/A – no significant development expected on the site.		
C1 Regional Conclusion and Recommendations			

<p>C1.1 Conclusion: Considered alongside the other land parcel which comprises the Southway Drive industrial park, the site has reasonable strategic potential to contribute to employment growth and key sector prioritisation across South Gloucestershire.</p>	<p>RAG Summary</p> <p>Reasonable</p>
<p>C1.2 Justification/rationale – Southway Drive is an important employment site in Cadbury Heath and provides a fairly important contribution to the economy at a local level. This includes employment opportunities for a range of key market sectors within the East Fringe, including Transport and Logistics and Food and Rural Enterprise. The existing premises in this southern section of the site offer suitable accommodation for the current occupiers, including provision of low-density warehousing with open storage and Grade B office space. However, the strategic connectivity of the site is relatively limited, including limited access to local amenities and poor parking provision, and it is also constrained from further growth by the surrounding residential area and neighbouring Green Belt land. Furthermore, there is a pressing need to address the basic broadband speed in the site, if it is to maintain market demand.</p>	
<p>C1.3 Recommendation –</p> <ul style="list-style-type: none"> • Retain and continue to safeguard for employment use. 	