


SG-24 Hanham Business Park

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)	Hanham Business Park, Memorial Road, Hanham, BS15 3JE		
A1.2a Sub Area	Bristol East Fringe		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	2ha		
A1.5 Site Context	Hanham Business Park is a small industrial park located in Hanham, a suburb in the south east of Bristol. The site includes a range of light industry and distribution uses, as well as leisure and retail use, such as a gym and auction house. The site is located to the west of Memorial Road, and south of Henderson Road.		
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 site was granted permission in 1974 for the use of the land for a transport and coach depot. Since then, application PK12/1297/F sought to change the use from a B2 car workshop to internet-based auction house. This was approved.
A1.8 Location	The Business Park is located in the residential area of Hanham, in an edge-of-centre location to the south east of Bristol. The site is bound by residential dwellings to the north and west, Memorial Road to the east and Green Belt land with a Site of Nature Conservation Interest to the south. The Business Park is located within the East Bristol Fringe FEMA, approximately 4 miles south east of Bristol City Centre.

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 - Professional, Scientific & Technical Activities</p> <p>Key employers within the site include: Prestige Event Equipment Hire Ltd - A M G S Electrical Limited - East Bristol Auctions Ltd</p> <p>Hanham Business Park predominantly accommodates traditional warehouses for general light industry, distribution and leisure uses in a high-density accommodation. The businesses on the site predominantly relate to the automobile trade. Current occupiers include Chris Palmer Auto Services (vehicle repair shop), Prestige Spray (car body shop), Advantage Valley (car body shop), Speedworx Cosmetic Repair (vehicle dent removal service), Avon Minibuses (bus charter), GJB Motorcycles (motorbike repair shop), Western Power Steering (car service), Wickham Engineering (engineering for the lift industry), East Bristol Auctions (auction house) and Kickstart Health (fitness centre).</p>
A2.2 Amount of undeveloped land on site/within cluster (ha)	The site is fully developed with no land available for immediate development and no potential for intensification of existing activities.
A2.2a Total number of units on site	According to SGC NDBR records, in June 2020 there were 48 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 130 (employment) jobs associated with this site. (ONS, 2019)
A2.3 Quality and fitness of purpose of existing site and premises (existing sites only)	The Business Park is characterised by low-grade and ageing industrial stock with open storage. The site is suitable for the current small-scale occupiers but would require some refurbishment to suit more modern and larger users. Despite the prevalence of the automobile industry on the site, parking provision is relatively poor owing to the dense development of the premises. There is no evidence of significant vacancies, suggesting market demand remains for the site.
A2.3a Age and suitability of stock	Built before 1980; inadequate specification compared to modern units, suitable to local businesses. Industrial - 5m eaves or below; Office – cellular offices.
A2.3b Evidence of significant vacancies	There is no evidence of significant vacancies.
A2.3c Suitability of buildings for modern occupiers	Occupier resistance; limited market appeal; longer void rates; command below secondary value.

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>Restricted access for HGVs, restricted access to major road networks</p> <p>The Hanham Business Park is relatively remote from a strategic transport hub and located approximately 6 miles from motorway access to the M4, thus offering limited connectivity to the strategic road network. However, Bristol City Centre is situated 4 miles west (approximately 15 minutes by car via the A431) and the Port of Bristol at Avonmouth is approximately 20 miles west. The site is also relatively remote from the strategic rail network, with Lawrence Hill station located 2 miles away providing irregular local links.</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 a frequent local bus service, which links the site to Bristol City Centre, Cadbury Heath and Keynsham. The site is also located in close proximity to the A431 road, as well as arterial roads into Bath and Bristol. The closest train station is situated at Lawrence Hill, approximately 2 miles from the site, which provides infrequent local services to Bristol Temple Meads and Severn Tunnel. The site has limited pedestrian access at present.</p>
A3.2a Reducing carbon from travel to work (Walking / Cycling)	The site has pedestrian access and 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 however is not within 800m of a metrobus stop.
A3.3 Accessibility to town centres/local amenities	<p>The site is within 1.2km from Hanham town centre.</p> <p>The site is located in relative proximity to the local amenities available in Hanham, which are situated within walking distance. Although limited compared to larger town centres, these include food and drink establishments such as Lidl, Co-op and coffee shops, as well as convenience services such as a post office and pharmacy.</p>
A3.4 Digital Connectivity	The Think Broadband UK Broadband Coverage and Speed Test Result: Ultrafast – download speeds up to 300 mpbs
A3.5 Compatibility with neighbouring uses/character of wider area	<p>Mainly residential with few commercial uses; incompatible uses</p> <p>The site is generally not compatible with the surrounding residential area, as it is not well screened in places and the existing occupiers serve heavy industry. The existing employment land in the immediate local area is relatively limited, owing to the predominantly residential suburb.</p>
A3.6 Strength of functional and/or spatial linkages	The existing businesses on the site mainly serve the local area, thus there is no evidence of existing functional linkages with other sites. However, there is likely to be synergies between the current occupiers relating to the automobile industry.
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 Hanham Business Park is predominantly made up of good quality, albeit ageing industrial stock. This includes low spec sheds and warehouses in a high-density configuration, with reasonable supply of open storage and relatively constrained parking provision. The existing premises on the site are suitable for regional/local manufacturing and warehouse activities, particularly focused on the automobile industry. As exemplified by the presence of the auction house and fitness centre on the site, these sheds are relatively flexible and can be repurposed for other uses. While not necessarily a prime site for manufacturing or distribution, the Business Park offers an edge-of-centre location with strong connectivity to Bristol City Centre. The site is therefore suitable for small-scale activity from the Aerospace and Advanced Engineering and Transport and Logistics sectors, as well as further occupiers from the leisure sector to complement fitness centre premises.				
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 a key employment location for the automobile industry, acting as a distribution and manufacturing hub, as well as strongly functioning leisure uses. The Business 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 scale uses; however, a significant reconfiguration of the site and existing 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	N/A – no vacant land for development on the existing site and limited opportunity for intensification.				
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	There is currently no vacant land for development or intensification of existing activity. Investment should be focused on refurbishment of the existing premises to suit more modern occupiers. In order to enable goods vehicle loading on a greater scale and thus grow business activity, the current site layout would need significant configuration, which is not currently viable.				
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	Due to the lack of development potential, it is unlikely that the site will contribute to meeting demand for new and emerging green industries. The existing small and low-spec premises are a major constraint to adapting the current uses for such industries.		
B1.9 Potential to contribute to zero/low carbon growth?	Due to the lack of development potential, it is unlikely that the site will contribute to low carbon growth. The existing small and low-spec premises are a major constraint to adapting the uses to support low carbon growth. Occupiers also include carbon producing industries such as vehicle repairs and rentals, which thus do not contribute.		
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.
	There is currently limited physical scope for intensification or expansion of the business activity currently occurring within the business park. The site is physically constrained by the bordering uses, and there is limited space available for redevelopment. Furthermore, it is unlikely that the current occupiers would display market demand for expansion of the existing premises. In order to enable goods vehicle loading on a greater scale and grow business activity, the current site layout would need significant configuration, which is not viable.		
Cross-sectoral spatial needs (if not yet captured above)			
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 start-up hub space, due to the traditional industrial and manufacturing uses currently in the location. Significant refurbishment and redevelopment would be required to accommodate such uses, whilst demand is likely to be limited due to the residential location.		
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	The Green Belt and SNCI designations to the south of the Business Park pose a significant physical constraint for further growth of the site. The residential uses which surround the site and the road frontage of Memorial Road also act as major restraints to further intensification of existing employment activity.		
	✓		
	<table border="1"> <tr> <td>No significant or relatively minor constraints that will not undermine development feasibility, viability or deliverability.</td> <td>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.</td> <td>Major or prohibitive constraints that will undermine development feasibility, viability or deliverability. Environmental constraints sufficiently important to prevent development for employments.</td> </tr> </table>	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.
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B1.15 Likely Delivery Timeframe	N/A – no significant development expected on the site.		
C1 Regional Conclusion and Recommendations			
C1.1 Conclusion: The site has reasonable strategic potential to contribute to employment growth and key sector prioritisation across South Gloucestershire in the long term.	RAG Summary Reasonable		
C1.2 Justification/rationale – Hanham Business Park is a locally important employment site, offering accommodation for small-scale industrial activity and more flexible uses from the leisure and retail sectors in traditional industrial stock. However, the quality of the existing premises and configuration of the site would make it challenging to support significant key market sector growth. The Green Belt and residential uses which border the Business Park pose a significant physical constraint for further growth of the site. Although the site does not display significant strategic potential to contribute to key sector prioritisation across South Gloucestershire, the site provides an affordable edge-of-centre location for the current occupiers.			
C1.3 Recommendation – <ul style="list-style-type: none"> Retain and continue to safeguard to protect existing employment activity. Consider redevelopment of site in the long-term to accommodate a wider range of key market sectors. 			