


# SG-41 Pucklechurch Trading Estate

## A: BASELINE SITE INFORMATION

<b>A1. Baseline/Context – All baseline data to be provided by SGC either via AMR, GIS layers or other sources</b>			
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)	<b>Pucklechurch Trading Estate, Pucklechurch, BS16 9QH</b>		
A1.2a Sub Area	South and East Rural		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	8.2ha		
A1.5 Site Context	<p>Pucklechurch Trading Estate is a significant industrial estate in the remote North Eastern Fringe of Bristol, housing a mixture of warehousing options ranging from 1,800 sq ft to 45,000 sq ft. The site has proved popular with smaller-scale distributors targeting the greater Bristol Market, owing to its strategic road links. The site is located to the south west of Pucklechurch and is just off the B4465 road.</p>		
A1.6 Policy Status (existing/emerging)	<p>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.</p>		

A1.7 Planning history	The site has been operational for a significant number of years, and pre-dates records available for the area (around the 1970's). More recently, applications <b>PK18/2014/F</b> and <b>PK18/2109/F</b> were granted seeking to erect a total of 7 units for B1c, B2 and B8 uses- these units were under construction during the 2019 AMR.
A1.8 Location	The Trading Estate is located out of centre on the North Eastern Fringe of Bristol, with access to Bristol, Bath and the M4 at J18 and J19. The site is located in the South and East Rural FEMA, 8 miles from Bristol City Centre, isolated from the other SGC employment sites identified. It neighbours HM Prison Ashfield and the surrounding area is largely residential, with a green belt boundary to the south.

<b>A2. Current Use</b> ( <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: Wholesale &amp; Retail Trade; Repair Of Motor Vehicles &amp; Motorcycles - Professional, Scientific &amp; Technical Activities - Transportation &amp; Storage - Manufacturing - Administrative &amp; Support Service Activities</p> <p>Key employers within the site include: Space Engineering Services Ltd - Panther Warehousing Limited</p> <p>This trading estate offers a mix of warehousing uses up to 45,000 sq ft, comprising refrigeration and cold storage, manufacturing, logistics, and engineering activity. Occupiers include Space Engineering Services (commercial refrigeration), DPD (courier service), Panther Logistics Experts, PB Driver Training (training centre) and Centaur Foods (catering food and drink supplier). Key market sectors served include Aerospace and Advanced Engineering, Food and Rural Enterprise, and Transport and Logistics.</p>
A2.2 Amount of undeveloped land on site/within cluster (ha)	The site is largely developed out, with limited undeveloped land for new build or redevelopment. Six units are to be demolished and redeveloped for commercial and industrial uses with car parking, service areas, landscaping and associated works.
A2.2a Total number of units on site	According to SGC NDBR records, in June 2020 there were 29 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. 7%
A2.2c Estimate of total number of jobs on site (where possible)	There are approximately 260 (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 encompasses a mixture of old and new build low-rise warehouses, all in good condition and fit for purpose. Parking provision is strong, with 5 of the units currently to let. The front of the estate is to be developed to provide Beaufort Trade Park – a modern estate consisting of two terraces which have potential to be utilised as trade counter warehouses, in line with existing permissions.
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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<b>A3. Description of qualitative features of site (sourced from available data, previous ELRs, GIS &amp; other secondary sources)</b>	
A3.1 Strategic connectivity	Reasonable site access for all vehicles, indirect or restricted access to major road network  Despite its relatively remote location, the site is actually well connected and offers strong strategic connectivity by road. Pucklechurch offers excellent road links to Bristol, Bath and the national motorway network, situated 5 miles from J1 on the M32 and 5 miles from J19 on the M4. Despite its strong links to the strategic road network, the site is isolated from the strategic rail network and is remote from any major strategic transport hubs.
A3.2 Local accessibility and opportunities to reduce carbon through travel  Indicator compiled by the following:	The local road network is well laid out for HGV movements and offers links to Bristol and Bath. However, infrequent bus services run from Shortwood Road and the site is particularly isolated from key employment sites/strategic transport hubs. The site is also isolated from the Metrobus routes.
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 however is not within 800m of a metrobus route.
A3.3 Accessibility to town centres/local amenities	The site is not within close proximity to a town centre.  The site is not well served by local amenities, with relatively limited available in Pucklechurch and confined to smaller food establishments. Emersons Green Retail Park is located within a 10-minute drive, offering the closest major local amenities hub (including Sainsbury's, Domino's, Lidl and a variety of cafes).
A3.4 Digital Connectivity	The Think Broadband UK Broadband Coverage and Speed Test Result: <ul style="list-style-type: none"> <li>• Superfast – download speeds up to 24 mpbs</li> </ul>
A3.5 Compatibility with neighbouring uses/character of wider area	Mixed commercial area with residential nearby; mainly compatible uses.  The site is the sole employment area in Pucklechurch, with the surrounding area dominated by residential uses. However, the Trading Estate is relatively well screened and do not provide a major nuisance for the wider area. The Trading Estate is adjoined by HM Prison Ashfield, and therefore there is not necessarily any cohesion with the site's neighbouring uses.
A3.6 Strength of functional and/or spatial linkages	The site benefits from strong spatial linkages via its strong motorway access and ring road connection. There are no nearby sites with complementary function, with a significant lack of functional linkages owing to its remote location.
A3.7 Access to Local Workforce	Site within The Rural Area: Broad balance between resident workers to jobs (job to worker ratio 0.5-1.5).

## **B: QUALITATIVE ASSESSMENT – SITE SUITABILITY**

<b>B1. Site Potential and Opportunities – Application of market sector frameworks</b>
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B1.1 Suitability of site/cluster for key market sectors	The site is made up of relatively large-scale and low-density sheds/warehouses, with good circulation and strong parking provision. The industrial estate location, with reasonably strong connectivity via road, benefits regional distribution and service-based industrial uses. The site is therefore suitable for Transport and Logistics, Food and Rural Enterprise, and Aerospace and Advanced Engineering businesses.				
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 strategic distribution hub for the local area and sub-region, as well as local manufacturing. The Trading Estate's location does not necessarily meet the locational demands of distribution and manufacturing uses; however, it is reasonably well connected via the strategic road network. The existing stock on the site is suitable for the current uses, with the redevelopment of units expected to deliver fully ready and viable premises to meet market and sector needs.				
B1.3 Scale of Opportunity	The major opportunity for the site is the permitted demolition and redevelopment of six units for commercial and industrial use. There is reasonable demand for future growth of activity on the site, however there is limited land available for intensification or new development.				
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	No known requirements for infrastructure investment, as existing stock is largely modern. The redevelopment of six units on the site, in line with existing permissions, will require investment, however. The issue of surrounding Green Belt uses would need to be addressed for further major development in the long term.				
<b>Short-term Recovery (COVID-19)</b>					
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		
<b>Inclusive Growth</b>					
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	No – Not within 2km of Priority Neighbourhood.				

<b>Clean Growth</b>			
B1.8 Potential to meet demand for new/emerging green industries	There is currently limited potential to meet demand for new and emerging green industries on the site, as this is not compatible with the existing uses and stock. The isolated location of Pucklechurch also suggests there would be limited demand for such industries here.		
B1.9 Potential to contribute to zero/low carbon growth?	There is currently limited potential to contribute to zero or low carbon growth on the site, as this is not compatible with the existing uses and stock. The redevelopment of six units on the site may include more modern warehouse units however, built to low carbon standards. The isolated location of the site means it is predominantly accessible by car.		
<b>Regeneration (existing sites only)</b>			
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 strong market demand for in-situ expansion of businesses but limited physical space for redevelopment or intensification – owing to a number of physical constraints and bordering residential/green belt uses. The existing permissions for the site include redevelopment of the site to provide six units for commercial and industrial uses.		
<b>Cross-sectoral spatial needs (if not yet captured above)</b>			
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 incubator/start-up hub space, due to the warehouse uses currently in the location. The site is situated in a relatively remote residential area, so demand will be limited for social enterprise or co-working space.		
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.			
<b>Delivery</b>			
B1.14 Ownership	No known ownership constraints.		
B1.15 Physical and/or environmental constraints	The Green Belt designation to the south poses a significant physical constraint for further growth of the site. The neighbouring residential uses and prison, HM Ashfield, also act as major restraints to further intensification of existing employment activity. There are currently two listed buildings on the site, under policy PSP17.		
			✓
	No significant or relatively minor	Some constraints that can be	Major or prohibitive constraints that will undermine development

	constraints that will not undermine development feasibility, viability or deliverability.	addressed or mitigated through achievable infrastructure investment or other measures. Costs of doing so may reduce but not significantly diminish development viability or deliverability	feasibility, viability or deliverability.  Environmental constraints sufficiently important to prevent development for employments.
B1.15 Likely Delivery Timeframe	Existing permissions likely to be delivered in 1 to 5 years, however these do not represent major new development/employment land.		
<b>C1 Regional Conclusion and Recommendations</b>			
<b>C1.1 Conclusion:</b> The site has strong strategic potential to contribute to employment growth and key sector prioritisation across the South Gloucestershire in the long term.		<b>RAG Summary</b>  Strong	
<b>C1.2 Justification/rationale –</b> The site represents a well-functioning strategic distribution location for the local area and wider sub-region, with some specialised engineering activity underpinned by strong demand. Pucklechurch offers excellent road links to Bristol, Bath and the national motorway network, situated 5 miles from J1 on the M32 and 5 miles from J19 on the M4. The existing permissions for the site include erection of six units for Class B1(C), B2 and B8 uses, which will support employment growth across the key sectors. If pressure for premises increase, then a review of the green belt boundary to the south may be required in the long term.			
<b>C1.3 Recommendation –</b>			
<ul style="list-style-type: none"> <li>• Retain and continue to safeguard for employment use.</li> <li>• Encourage intensification of existing employment premises, in line with existing permissions.</li> </ul>			