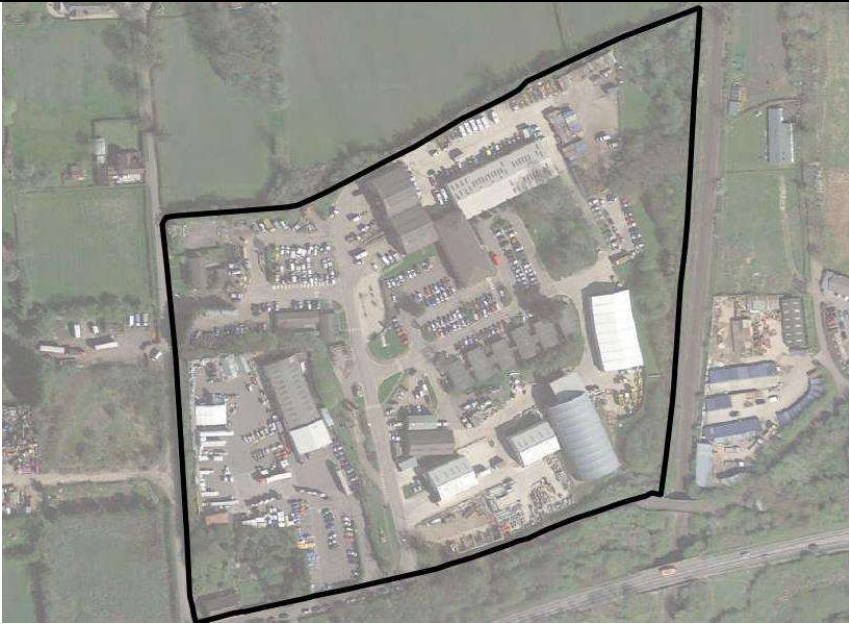


# SG-31 Broad Lane, Yate

## 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>Broad Lane, Yate, BS37 7LD</b>		
A1.2a Sub Area	Yate and the Surrounding Areas		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	6ha		
A1.5 Site Context	<p>Broad Lane is a small industrial park located to the north of Yate, in close proximity to Engine Common. The site includes a range of service-based industrial and distribution uses, predominantly serving the automobile industry, including a South Gloucestershire Council depot. The Broad Lane site is situated in a wider cluster of industrial and distribution parks in Yate, located opposite the Great Western Business Park (SG-33), the Stover Road &amp; North Road Industrial Estate (SG-57) and Beeches Industrial Estate (SG-29).</p>		
A1.6 Policy Status (existing/emerging)	<p>The 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.</p>		

A1.7 Planning history	The site has been used as a depot for a number of years, and applications on the site pre-date the 1970's (when records are available). Application <b>PK06/1680/F</b> sought to change part of the site from a transport yard to storage and distribution area. Application <b>PK12/1113/R3F</b> was approved, for the erection of a saltbarn with associated parking, as was <b>PK14/45040/R3F</b> for the erection of a 3-bay garage unit.
A1.8 Location	The site is located to the north of Yate, near Engine Common just off Goose Green Way. The site is bounded by the main Yate northern relief road (B4059) to the south, residential to the west, and the railway line to the west. To the north are countryside fields.

<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: Public Administration &amp; Defence; Compulsory Social Security</p> <p>Key employers within the site include: South Gloucestershire Council</p> <p>Broad Lane predominantly accommodates traditional warehouses for service-based industrial and distribution in a low-density accommodation. The business on the site predominantly relate to the automobile trade. Current occupiers include Western Global (fuel tank manufacturer and distribution unit), South Gloucestershire Council (MOT centre and associated offices) and Streetcare MOT Station (automobile servicing).</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 2 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 510 (employment) jobs associated with this site. (ONS, 2019)
A2.3 Quality and fitness of purpose of existing site and premises (existing sites only)	A mixture of warehouses and buildings arranged in a low-density industrial park. Some are in reasonable condition, whilst others are ageing. There is currently ample storage facilities across the site. No evidence of significant vacancies and environmental conditions at the site are good. There are relatively restricted levels of parking for the current uses. The site may be suitable for local businesses and smaller firms.
A2.3a Age and suitability of stock	Mainly built 1980's onwards; adequate specification, more suitable to local businesses. Industrial - 5m to eaves upwards.
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 parking and loading facilities; poor car parking ratio.

<b>A3. Description of qualitative features of site (sourced from available data, previous ELRs, GIS &amp; other secondary sources)</b>	
A3.1 Strategic connectivity	<p>Reasonable site access for all vehicles, indirect or restricted access to major road network</p> <p>The Broad Lane site is located approximately 11 miles north east of Bristol City Centre. Junction 14 of the M5 (10 miles west) and Junction 19 of the M4 (7 miles south) are easily accessible. The strategic rail network can be accessed via Yate railway station, located less than a mile away. Yate station is situated on the Bristol to Birmingham line and provides regular services to Bristol Parkway and Bristol Temple Meads. The site has reasonable access for HGVs and larger vehicles.</p>
A3.2 Local accessibility and opportunities to reduce carbon through travel	<p>The site is well served by local bus routes on Badminton Road and near Yate railway station, as well as a high-quality local road network. These services run regularly, offering links into Bristol. The site offers access onto the A432 between Yate and Bristol North Fringe and is also within walking distance of the centre of Yate. Broad Lane has limited pedestrian access in places and is remote from strategic cycle routes, as well as Metrobus routes at present.</p>
Indicator compiled by the following:	
A3.2a Reducing carbon from travel to work (Walking / Cycling)	<p>The site has pedestrian access but is not within 100m of a strategic cycle route.</p>
A3.2b Reducing carbon from travel to work (Public Transport)	<p>The site is within 400m of a bus stop however is not within 800m of a metrobus stop.</p>
A3.3 Accessibility to town centres/local amenities	<p>The site is within 1.2km from Yate town centre.</p> <p>Yate Town Centre can be accessed via the A432, although this is a relatively long walk. The centre of Yate is well served with a wide range of amenities such as Tesco, Lidl, McDonald's and other premises, as well as convenience services such as banks, gyms and a post office. Some local amenities, including convenience stores, a petrol station and small eateries like Greggs are accessible within easier walking distance in the nearby trading estates.</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	<p>Mixed commercial area with residential nearby; mainly compatible uses.</p> <p>The site is generally compatible with the nearby provision of industrial and retail distribution uses in Yate. Goose Green Way includes large-scale warehouses and out-of-town retail, as exemplified by Stover Trading Estate and Westerleigh Business Park. The site is screened well from residential dwellings via trees and open green space.</p>
A3.6 Strength of functional and/or spatial linkages	<p>The small-scale of the existing premises and the occupiers mean there are no discernible synergies on the site. South Gloucestershire Council will however possess strong functional linkages with the locality due to the nature of its role, as well as with the Council's other premises in the unitary authority.</p>

A3.7 Access to Local Workforce	Site within Yate / Chipping Sodbury: broad balance between resident workers to job (job to worker ratio 0.5-1.5).
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## B: QUALITATIVE ASSESSMENT – SITE SUITABILITY

<b>B1. Site Potential and Opportunities – Application of market sector frameworks</b>					
B1.1 Suitability of site/cluster for key market sectors	The Broad Lane site is predominantly made up of good quality, albeit ageing industrial stock. This includes low spec sheds and warehouses in a low-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. While not necessarily a prime site for manufacturing or distribution, the industrial park offers an edge-of-centre location with access to the residential population of Yate. The site is therefore suitable for small-scale activity from the Aerospace and Advanced Engineering and Transport and Logistics sectors, as well as flexible occupiers from the leisure sector to serve the working population of Yate and the surrounding industrial estates.				
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 Yate, acting as centre for automobile servicing, as well small-scale manufacturing/ distribution uses. Broad Lane'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, although 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 may need some reconfiguration, which is not currently viable.				
<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			✓		
	Likely to provide significant jobs or supply chain support within the next year	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	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	Yes – Within 2km of Priority Neighbourhood.		
<b>Clean Growth</b>			
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, which thus do not contribute.		
<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 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 may need some significant configuration, which is not viable.			
<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 start-up hub space, due to the traditional industrial and manufacturing uses currently in the location. Significant refurbishment and redevelopment would be required to		

B1.12 Capable of providing flexible/co-working space / and/or facilitate remote working	accommodate such uses, whilst demand is likely to be limited due to the relatively remote location.		
B1.13 Capable of providing incubator/ accelerator/start-up hub space.			
<b>Delivery</b>			
B1.14 Ownership	No known ownership constraints. South Gloucestershire Council are unlikely to push for redevelopment of the site as the depot forms a key part of their infrastructure.		
B1.15 Physical and/or environmental constraints	The site is physically constrained by the surrounding uses. The site is bordered to the east by the railway line, to the south by Broad Lane, to the west by Engine Common Lane, and to the north by the countryside lane. There is thus limited space for new development. There is a Flood Risk in the eastern part of the site.		
		✓	
	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 expected on the site.		
<b>C1 Regional Conclusion and Recommendations</b>			
<b>C1.1 Conclusion:</b> The site has reasonable strategic potential to contribute to employment growth and key sector prioritisation across South Gloucestershire in the long term.		<b>RAG Summary</b> <b>Reasonable</b>	
<b>C1.2 Justification/rationale –</b> Broad Lane is a locally important employment site, offering accommodation for small-scale industrial activity and automobile servicing. However, the quality of the existing premises and configuration of the site would make it challenging to support significant key market sector growth. Furthermore, there is a pressing need to address the basic broadband speed on the site to maintain demand. Although the site does not display significant strategic potential to contribute to key sector prioritisation across South Gloucestershire, the site provides suitable accommodation for the current occupiers in Yate.			
<b>C1.3 Recommendation –</b>			
<ul style="list-style-type: none"> <li>Retain and continue to safeguard to protect existing employment activity.</li> <li>Consider refurbishment / redevelopment of the site in the long-term to accommodate a wider range of key market sectors.</li> </ul>			