


SG-42 Station Premises and Yard, Winterbourne

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)	Station Premises and Yard, Old Yard, Hicks Common Road, Winterbourne, BS36 1EJ		
A1.2a Sub Area	Yate and the Surrounding Areas		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	0.5ha		
A1.5 Site Context	This is a thin rectangular land parcel, situated adjacent to the Winterbourne Railway Cutting and bordered by the rail line. The site includes the small-scale use of a builder's yard and automobile services.		
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 has been operational for a significant number of years, and pre-dates records available for the area (around the 1970's). More recently, application PT17/2014/F sought to subdivide unit 1 into three separate units -which has been implemented.		

A1.8 Location	The Station Premises and Yard are located in Winterbourne, a largely residential area, within 3 miles of J19 of the M4. The site is situated in the Yate and Surrounding Areas FEMA, bordering the Northern Fringe. There are no major employment sites located nearby, as the surrounding area is predominantly residential in use, with a green belt boundary bordering to the east. The site is located to the north of the railway station in Winterbourne and is bounded by the residential properties at Sandstone Rise to the west, Bradley Avenue to the north, and Hicks Common Road to the east.
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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: Repair of Motor Vehicles & Motorcycles - Wholesale & Retail Trade - Construction</p> <p>Key Employers within the site include: Travis Perkins - Revolution Detailing</p> <p>The modest Station Premises and Yard includes a range of small low-grade warehousing and industrial sheds, with associated open storage. This incorporates a builder's yard and materials supplier (Travis Perkins), a valeting service (Revolution Detailing) and a vehicle repair shop (Winterbourne Auto Centre).</p>
A2.2 Amount of undeveloped land on site/within cluster (ha)	There is no significant undeveloped land on the site, with limited potential for intensification owing to the physical constraints of the small site.
A2.2a Total number of units on site	According to SGC NDBR records, in June 2020 there were 6 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)	N/A – no data available.
A2.3 Quality and fitness of purpose of existing site and premises (existing sites only)	The small site includes low-grade warehousing and industrial space, with open storage and poor parking provision. The majority of the stock is ageing but remains relatively suitable for its current occupiers, particularly local storage activity. However, the site is arguably not appropriate for more modern occupiers. There is currently one vacant plot, adjacent to Hicks Common Road.
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 currently one vacant plot, adjacent to Hicks Common Road.
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.

A3. Description of qualitative features of site (sourced from available data, previous ELRs, GIS & other secondary sources)
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A3.1 Strategic connectivity	<p>Restricted access for HGVs, restricted access for major road networks</p> <p>Despite its relatively remote location from other employment areas, the site is well fairly connected to the strategic road network – situated 3 miles from J19 of the M4. The site's motorway links also provide connectivity to the strategic transport hub of the Port of Bristol in Avonmouth. With regards to the strategic rail network, Bristol Parkway is within an 8-minute drive (2.7 miles) – offering regular services into Bristol, Bath and Cardiff; as well as to London and the wider UK. The site has restricted access for HGVs and limited pedestrian access due to its location.</p>
<p>A3.2 Local accessibility and opportunities to reduce carbon through travel</p> <p>Indicator compiled by the following:</p>	<p>The site does not possess particularly good local accessibility and is poorly served by local bus routes. The site poses some access issues, with access only available from Hicks Common Road, owing to its relatively secluded location. The site is relatively remote from strategic cycle routes.</p>
A3.2a Reducing carbon from travel to work (Walking / Cycling)	<p>The site has pedestrian access however 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 route.</p>
A3.3 Accessibility to town centres/local amenities	<p>The Site is not within close proximity to a town centre.</p> <p>Local amenities are available nearby in Winterbourne; however, these are relatively limited compared to more central areas and are confined to smaller food establishments. The closest major hub for amenities is Emersons Green Retail Park, located within a 3-mile drive, however there are limited amenities available within walking distance.</p>
A3.4 Digital Connectivity	<p>The Think Broadband UK Broadband Coverage and Speed Test Result:</p> <ul style="list-style-type: none"> • Basic – download speeds up to 10 mpbs <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 largely residential surrounding areas, owing to the site's largely secluded location and screening. Further development may threaten the wider compatibility of the site within the area however.</p>
A3.6 Strength of functional and/or spatial linkages	<p>The site does not possess any obvious functional or spatial linkages, largely as a result of the small-scale activities and secluded location of the site.</p>
A3.7 Access to Local Workforce	<p>Site within The Rural Area: Broad balance between resident workers to jobs (job to worker ratio 0.5-1.5).</p>

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	<p>The site comprises small floorplate and ageing sheds, with land for storing vehicles, freight and other goods. The site is therefore suitable for particularly small-scale, service-based industrial uses and businesses from the Housing, Construction and Development sector, as well as open</p>

	storage uses. There are limited opportunities for the identified key market sectors on this site.				
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 open storage location for the local area, as well as local vehicle services. However, it is unlikely that employment growth will occur on site, largely as a result of the lack of demand and the physical constraints that exist. The site's secluded location limits its suitability for a range of key market sectors beyond its existing use.				
B1.3 Scale of Opportunity	There is limited potential for redevelopment or alternative employment uses on the site, predominantly due to the site's secluded location.				
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	No known requirements for infrastructure investment, as existing stock largely serves its purpose and there is limited undeveloped land. The constraints posed by the neighbouring railway line would need to be addressed if redevelopment did occur however.				
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	No – Not within 2km of Priority Neighbourhood.				
Clean Growth					
B1.8 Potential to meet demand for	There is currently no potential to meet demand for emerging green industries on the site, as this is not compatible with the existing trade offer and the small area of the site limits the potential uses.				

new/emerging green industries			
B1.9 Potential to contribute to zero/low carbon growth?	There is currently no potential to contribute to zero or low carbon growth on the site, as this is not compatible with the existing uses or ageing stock. No major development is expected on the site in future. The site is predominantly accessible by car, increasing carbon emissions.		
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 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.		
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 incubator/start-up hub space, due to the physical constraints and existing ageing and small-scale stock 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.			
Delivery			
B1.14 Ownership	No known ownership constraints.		
B1.15 Physical and/or environmental constraints	The site is physically constrained by the neighbouring railway line and surrounding residential area, as well as the narrow existing site. The Station Premises and Yard is neighboured by a green belt boundary to the east and is located within a Mineral Safeguarding Area under policy PSP24.		
			✓
	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	Major or prohibitive constraints that will undermine development feasibility, viability or deliverability. Environmental constraints sufficiently important to prevent development for employments.

		significantly diminish development viability or deliverability	
B1.15 Likely Delivery Timeframe	N/A – no development expected on the site.		
C1 Regional Conclusion and Recommendations			
C1.1 Conclusion: The site has limited strategic potential to contribute to employment growth and key sector prioritisation across the South Gloucestershire in the long term.		RAG Summary 	
C1.2 Justification/rationale – The site was originally safeguarded because it was not suitable for residential development and to protect existing employment activity. The existing employment activity is suitable for the site, but of relatively low value and importance to South Gloucestershire's economy. The Station Premises and Yard is significantly constrained from future development by the railway line and green belt boundary, as well as limited market demand.			
C1.3 Recommendation –			
<ul style="list-style-type: none"> • Retain and continue to safeguard to protect existing employment activity. • Alternative strategies for the employment land area should be considered in the long term, as the site does not currently contribute significantly to employment or economic growth and is unlikely to in future. 			