


SG-43 Station Road, Charfield

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 Road, Charfield, Wotton-under-Edge, GL12 8SR		
A1.2a Sub Area	Thornbury and North Rural		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	0.9ha		
A1.5 Site Context	Small light industrial site neighbouring the railway line in the centre of the village of Charfield, relating to automobile servicing and car dealerships. The site is potentially safeguarded for the development of a new station.		
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		

	P20/00860/RM has been approved for the demolition of 'The Old Station' industrial unit and erection of 1 building to form a retail A1 use.
A1.8 Location	The site is in the north of the Thornbury and Rural Areas FEMA, isolated from the other key SGC employment sites. The site is located in the centre of Charfield, and is bounded by residential to the north, east and south. The railway line is to the west, and past this are sports pitches and residential.

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: Wholesale & Retail Trade; Repair of Motor Vehicles & Motorcycles - Financial & Insurance Activities</p> <p>Key employers within the site include: MJ Fews Limited - Isuzu - Briant Tyres</p> <p>The site features small traditional light industrial sheds and small low-spec warehouses with E use classes, suitable for local scale activity. The existing occupiers focus on the automobile industry, including Isuzu (car dealership), Briant Tyres (vehicle tyre shop), and M.J. Fews (car dealership). The site may potentially be safeguarded for the development of a new station.</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. The potential for intensification and redevelopment is also limited by the constraints imposed by the railway line bordering the site.
A2.2a Total number of units on site	According to SGC NDBR records, in June 2020 there were 4 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 20 (employment) jobs associated with this site. (ONS, 2019)
A2.3 Quality and fitness of purpose of existing site and premises (existing sites only)	The existing premises on site are mainly low-grade industrial units in ageing condition, suitable for the local scale activity which exists currently. The current stock is not necessarily suitable for modern occupiers; however, demand does not necessarily exist for this within the location. As expected from the automobile industry occupiers, there is reasonable open storage in the vehicle yards.
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 on the site at present.
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)	
A3.1 Strategic connectivity	Restricted access for HGVs, restricted access to major road networks.


	The site is relatively remote from strategic transport links, as a result of its location in the village of Charfield. It is situated 2 miles from the M5, via the B4058. The site is located a considerable distance from any strategic rail links, however this is not required for the existing uses. There is restricted access for HGVs at present.
A3.2 Local accessibility and opportunities to reduce carbon through travel Indicator compiled by the following:	The site is served by local bus routes on the B4058, which also provides strong local accessibility to the highway network via car. The current level of local accessibility is suitable for the existing uses, which are largely relating to the automobile industry. The site is remote from 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. Certain local amenities are available in Charfield, although these are relatively limited as it is a largely residential village. The site is relatively remote from major hubs of amenities and town centres, however there will be limited workers on site.
A3.4 Digital Connectivity	The Think Broadband UK Broadband Coverage and Speed Test Result: <ul style="list-style-type: none"> • Ultrafast – download speeds up to 300 mpbs
A3.5 Compatibility with neighbouring uses/character of wider area	Mainly residential with few commercial uses The site is fairly compatible with the surrounding residential area, as it is relatively isolated next to the railway line and separated from housing by Station Road and the B4058. The existing employment land in Charfield is relatively limited, with this industrial site presenting the largest of its kind in the area.
A3.6 Strength of functional and/or spatial linkages	The existing businesses on the site mainly solely serve the local area, thus there is no evidence of existing functional linkages with other sites.
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

B1. Site Potential and Opportunities – Application of market sector frameworks					
B1.1 Suitability of site/cluster for key market sectors	The site on Station Road in Charfield is a small and physically constrained site in a relatively isolated out-of-centre location. It is made up of low rise and low spec sheds, with large yards for storage of vehicles, freights and other goods. The site is therefore suitable for small-scale industrial activity and sui generis uses, such as small car showrooms. There is an opportunity to use the site for Food and Rural Enterprise businesses, owing to its location in Charfield.				
				✓	

	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)
B1.2 Strength of existing or potential suitability and rationale	The current uses are performing fairly well and serve the local area. The existing premises are suitable for the sector needs of the small-scale occupiers. However, the site's suitability for the key market sectors is limited by its isolated rural location. There is some potential to use the existing vacant premises for food production or rural enterprise, owing to the site's location in Charfield, or alternatively a warehouse fitness studio. Market demand for both uses is however uncertain.				
B1.3 Scale of Opportunity	There is currently low potential for growth or redevelopment, owing to the scale of existing business activity and the site's secluded location.				
B1.4 Requirement for infrastructure investment to enable suitability potential to be realised.	The infrastructure investments required vary based on whether the site is redeveloped for other uses. Refurbishment of the existing stock would be required for more modern occupiers, however demand for this is limited.				
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 new/emerging green industries	There is currently limited to no potential to meet demand for emerging or new green industries, as this is not compatible with the existing uses. The site is small-scale and existing stock is ageing, therefore significant infrastructure investment would be required if demand did exist here. No major development is expected on the site in future.				

B1.9 Potential to contribute to zero/low carbon growth?	There is currently limited to no potential contribute to zero or low carbon growth on site, as this is not compatible with the existing uses. The site predominantly serves the automobile industry and the existing stock is ageing, therefore significant infrastructure investment would be required to contribute to low carbon. No major redevelopment is expected on the site in future. The site is predominantly accessible by car, reducing opportunities for low carbon growth.		
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 scope for in-situ expansion of businesses or intensification to meet sectoral demand, largely as a result of the existing needs for parking provision on site and the neighbouring rail safeguarding zone.		
Cross-sectoral spatial needs (if not yet captured above)			
B1.11 Can provide space for social enterprise	The existing stock on site could potentially provide space for social enterprise, however there is not likely demand for this in Charfield. 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 stock in the location. The site is situated in a relatively remote residential area, so demand will be limited for such uses.		
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 small existing site. There is a rail safeguarding zone to the south of the site, which is allocated for the opening of a heavy rail passenger station and the provision of a station car park/interchange.		
			✓
	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	Major or prohibitive constraints that will undermine development feasibility, viability or deliverability. Environmental constraints sufficiently important to prevent development for employments.

		viability or deliverability	
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 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 offers a relatively important employment location for local industry in Charfield and the neighbouring villages, however there is currently low potential for contribution to future employment growth and the identified key market sectors. The site is physically constrained by the neighbouring railway line and surrounding residential area, as well as the small existing site. The site's suitability for the key market sectors is limited by its isolated rural location, and the small-scale industrial premises available on site. Further development or intensification of existing employment activity is unlikely, due to limited market demand.			
C1.3 Recommendation –			
<ul style="list-style-type: none"> • Retain and continue to safeguard to protect existing employment activity. • The site is potentially safeguarded for the development of a new station. 			