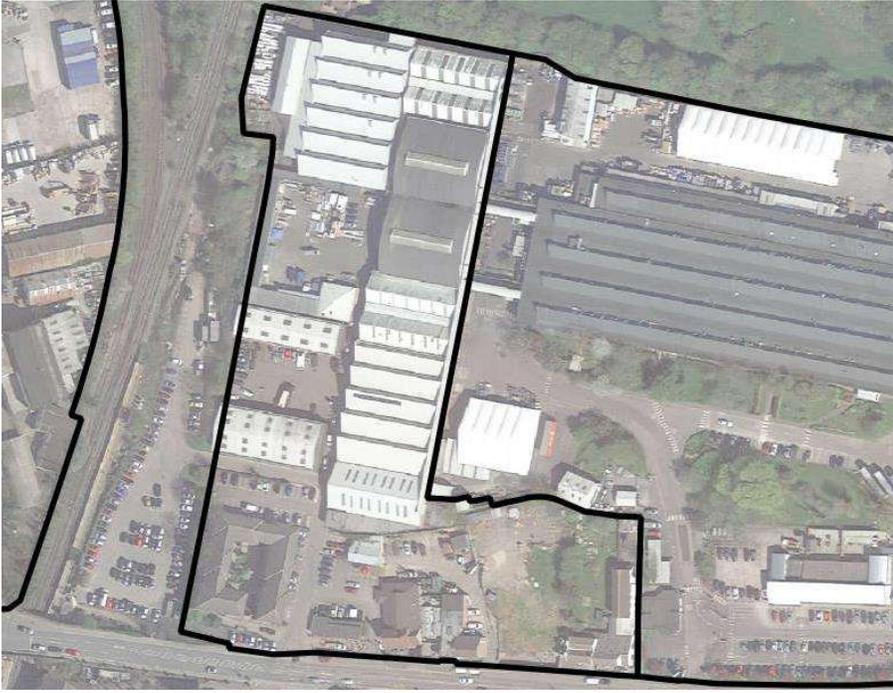


# SG-53 Badminton Court and Dairy Crest Site

## 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>Badminton Court and Dairy Crest Site, Station Road, Yate, BS37 5HT</b>		
A1.2a Sub Area	Yate and the Surrounding Areas		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	2.7ha		
A1.5 Site Context	<p>This is a relatively small site within Yate, accommodating a range of office activity in a modern courtyard development fronting Station Road, with industrial warehousing located behind with general industrial activity. This includes a Dairy Crest (now Saputo Dairy) site. The site neighbours the Indesit Site (SG-34), and forms part of a wider cluster of locations for storage and distribution.</p>		

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). The site was initially a cattle market, with office and industrial uses being granted permission from the 1970's onwards. Since then, the site has stayed predominantly in industrial and commercial uses. More recently, application <b>P19/5540/O</b> was approved allowing the erection of a 56-bed care home and 12 flats.
A1.8 Location	The site is situated out-of-centre in Yate, approximately 12 miles north of Bristol fronting the main A432. The site is adjacent to Yate railway station, with residential to the north, the Indesit to the east, commercial properties to the south and industrial to the west. The site is included in the Yate Town Improvement Masterplan.

## **A2. Current Use** *(Existing employment and town centre sites only)*

A2.1 Current role and sectors served by site	<p>Main Employment Sectors within the site include: Administrative &amp; Support Service Activities - Professional, Scientific &amp; Technical Activities - Manufacturing - Construction -</p> <p>Key employers within the site include: Kelly Bros (Road Markings) Ltd - A B S Elbrow Ltd - Independent Vetcare Limited - Saputo Dairy</p> <p>The site currently accommodates a range of general industrial warehousing uses, located behind the self-contained office accommodation fronting Station Road. The office premises predominantly serves the Professional Services sector, with occupiers including 24-7 Staffing Limited (a recruitment company) and Lilylris Accounting (a financial business). The warehouses behind accommodates general industrial activity, such as Marcliff (a plumbers' merchant), Bristol MG (a vehicle repair workshop), Petray Industries (an industrial supermarket) and Trotec Laser (a laser equipment supplier). The Saputo Dairy site houses a storage and distribution warehouse. There is also some small secondary retail uses in the east of the site, including a vet and a tattoo shop.</p>
A2.2 Amount of undeveloped land on site/within cluster (ha)	The site is fully developed with no existing land available for development.
A2.2a Total number of units on site	According to SGC NDBR records, in June 2020 there were 36 business units operating within the site.
A2.2b Number of vacant units	According to SGC NDBR records, in June 2020 there were 1 unoccupied business units within the site - indicating that the vacancy rate is approx. 3%
A2.2c Estimate of total number of jobs on site (where possible)	There are approximately 180 (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 accommodates largely low-spec and small premises, generally with poor parking provision and suitable for existing local-scale uses on the site. There is evidence of low vacancies, suggesting it is an attractive location for its current occupiers. The stock on the site is ageing in places with inadequate specification compared to modern units.
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 evidence of low vacancies on the site at present.
A2.3c Suitability of buildings for modern occupiers	Displays market appeal; day to day churn; attracts 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	<p>Restricted access for HGVs, restricted access to major road networks</p> <p>The site is located adjacent to Yate Station, although it is relatively remote from the strategic road network, with the closest motorway access situated 7 miles away. Yate Station is well served by regional and interregional links, located on the main Bristol to Birmingham line. The positioning of the site within Yate means it is isolated from major strategic transport hubs like the Port of Bristol. The site has limited access for HGVs and other large vehicles.</p>
<p>A3.2 Local accessibility and opportunities to reduce carbon through travel</p> <p>Indicator compiled by the following:</p>	<p>The nearby Yate Station to the west of the site provides excellent rail links into Bristol and Bath. There are two local bus routes available at Yate Station also, running regularly to locations such as Bristol, Kingswood, Southmead, Chipping Sodbury and Cribbs Causeway. The local highway network is in good condition, however there is limited pedestrian access in places.</p>
A3.2a Reducing carbon from travel to work (Walking / Cycling)	The site has pedestrian access and is also 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 Yate town centre.</p> <p>The site is situated within short walking distance of the centre of Yate, which 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.</p>
A3.4 Digital Connectivity	<p>The Think Broadband UK Broadband Coverage and Speed Test Result:</p> <p>Ultrafast – download speeds up to 300 mbps</p>
A3.5 Compatibility with neighbouring uses/character of wider area	<p>Mixed commercial area with residential nearby; mainly compatible uses</p> <p>Whilst the site is bound to the west by the railway line, existing uses on the site are relatively compatible with the neighbouring distribution uses to the east – including the Hotpoint factory outlet and major Whirlpool premises which is located adjacent. Further, the site lies within a wider area of storage and distribution uses, such as Badminton Road Trading Estate and Stover Trading Estate on the other side of the railway line, and existing uses on the site compliment the offer of industrial employment and employment generating uses in the wider area.</p>

A3.6 Strength of functional and/or spatial linkages	The businesses accommodated in the site are mainly small-scale and serve the local area. However, there are synergies between the use of the site by Dairy Crest (now Saputo Dairy) and their other site in Weston-Super-Mare.
A3.7 Access to Local Workforce	Site within Yate / Chipping Sodbury: 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>					
B1.1 Suitability of site/cluster for key market sectors	Existing premises on the site form part of a wider storage and distribution cluster in Yate and the surrounding areas. This includes small, low density industrial facilities with strong parking provision, as well as self-contained office-based activity fronting Station Road. The site is suitable for its current occupiers from the key market sectors of Transport and Logistics and Professional Services.				
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)
	In terms of existing premises, the site provides a range of facilities serving different key market sectors in an edge-of-centre location. This includes Grade B office space suitable for larger local businesses and independent/sole trader activity. The flexible, lightweight industrial structures can accommodate a range of clean industrial activities, whilst the single story and low-density sheds with good circulation offer convenient space for small distribution uses. It is a policy aspiration to deliver a wider range of sectors in the area, as part of the improvements to the western approach to Yate and the station, however there is currently little evidence of market demand.				
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.	N/A – no significant development potential, beyond some minor intensification.				
<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 zero or low carbon growth. The existing small and low-spec premises are a major constraint to adapting the current 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 limited physical scope for intensification as the site is developed out, and arguably currently meets sectoral demand. There is some slight potential for modernisation of the existing premises, especially with the demand for edge-of-centre/out-of-town office locations and flexible working hubs in light of COVID-19.			
<b>Cross-sectoral spatial needs (if not yet captured above)</b>			
B1.11 Can provide space for social enterprise	There is potential for social enterprise to be accommodated within the existing office accommodation. The site is capable of providing flexible or co-working space through minor refurbishment of the office premises, with demand likely to increase for such spaces post-COVID. The location of the site out-of-centre in Yate means demand for incubator or accelerator space is likely to be limited, and the existing premises are unlikely to be able to support this.		
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 site is constrained by the Yate Station car park and active railway line to the east of the site and the safeguarded Indesit site (SG-34) to the west. There is also a designated local green space, Longs Drive, located to the north of the site and the A432 (Station Road) to the south. Therefore, it is unlikely that the site could develop beyond the boundaries of the existing allocation.		
	✓		
	<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.
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 potential.		
<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> The site houses well-functioning smaller office and industrial uses, situated adjacent to Yate Station with good regional and interregional links, providing important space for general industrial/office use for the town. Badminton Court is relatively remote from the strategic road network and strategic transport hubs like the Port of Bristol. Whilst the site makes an important contribution to the local economy and provides some potential for intensification of existing uses, there is no development potential of strategic scale that would contribute to employment growth and key sector prioritisation across South Gloucestershire.			
<b>C1.3 Recommendation –</b> <ul style="list-style-type: none"> <li>Retain and continue to safeguard to protect existing employment activity.</li> <li>Support delivery of a wider range of sectors on the site, in line with the improvements to the western approach to Yate and the station.</li> </ul>			