


SG-55 Hatters Lane

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)	Hatters Lane, Chipping Sodbury, BS37 6AA		
A1.2a Sub Area	Yate and the Surrounding Areas		
A1.3 Location Plan / Geospatial reference			
A1.4 Site area (ha)	1.9ha		
A1.5 Site Context	<p>Hatters Lane is a small industrial park located in Chipping Sodbury, within a predominantly residential area. The site includes a range of service-based industrial and distribution uses, as well as sui generis retail, predominantly serving the automobile industry. The site is located adjacent to the River Frome and close to Chipping Sodbury High Street.</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 was approved around the mid-1970, with applications to extend the units occurring since throughout the 1980's. There have been no recent planning applications on site, other than for advertisements (PK12/2035/ADV).
A1.8 Location	The site lies to the eastern edge of Chipping Sodbury and is just on the edge of the designated town centre. To the north, east and south, the site is surrounded by residential properties. The River Frome and Frome Valley Walkway are also located to the north.

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 - Administrative & Support Service Activities - Transportation & Storage</p> <p>Key employers within the site include: Hobbs House Bakery Ltd - Ford - Fingerprint Data Systems</p> <p>Hatters Lane predominantly accommodates traditional warehouses for general light industry, distribution and retail uses in a high-density accommodation. The business on the site predominantly relate to the automobile trade. Current occupiers include Ford (car dealership), Fingerprint Data Systems (commercial printer), G W Motor Centre (vehicle repair shop), Jarrett Brothers (vehicle repair shop), Richings Martin (vehicle repair shop), Auto Presentation (car wash) and Hobbs House Bakery (wholesale bakery).</p>
A2.2 Amount of undeveloped land on site/within cluster (ha)	The site is fully developed with no land available for immediate development and no potential for intensification of existing activities.
A2.2a Total number of units on site	According to SGC NDBR records, in June 2020 there were 17 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 230 (employment) jobs associated with this site. (ONS, 2019)
A2.3 Quality and fitness of purpose of existing site and premises (existing sites only)	Hatters Lane is characterised by predominantly low-grade and ageing industrial stock with open storage. The sui generis premises, such as the Ford dealership, are in better condition and more modern than the more traditional sheds. The site is suitable for the current small-scale occupiers but would require some refurbishment to suit more modern and larger users. Despite the prevalence of the automobile industry, parking provision is relatively poor owing to the dense development of the premises. There is no evidence of significant vacancies, suggesting market demand remains for the site.
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.
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 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 Hatters Lane site is 4 miles from the M4 motorway, with adequate local road infrastructure in place. Yate rail station is located 2 miles away from the site, providing passenger transport to Bristol hourly. The site is relatively remote from any other major or strategic transport hubs, with restricted access for HGVs.</p>
A3.2 Local accessibility and opportunities to reduce carbon through travel	<p>Site is served by local buses on the High Street and Hatters Lane that allow access from large residential areas of Yate and Chipping Sodbury and Yate rail station. Good local highway conditions allow for adequate access in and out of the town and towards the M4. The site has limited pedestrian access and is remote from strategic cycle routes.</p> <p>Indicator compiled by the following:</p>
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 it is not within 800m of a metrobus stop.
A3.3 Accessibility to town centres/local amenities	<p>The site is within 1.2km from Chipping Sodbury town centre.</p> <p>The Hatters Lane site is situated in close proximity to Chipping Sodbury town centre, which offers a range of local amenities to serve the working population. This includes various eateries and convenience services. Yate Shopping Centre is also located within a 20 minute walk/ 5 minute drive of the site.</p>
A3.4 Digital Connectivity	The Think Broadband UK Broadband Coverage and Speed Test Result: Ultrafast – download speeds up to 300 mbps
A3.5 Compatibility with neighbouring uses/character of wider area	<p>Mainly residential with few commercial uses; incompatible uses.</p> <p>The site is generally not compatible with the surrounding residential area, as it is not well screened in places and the existing occupiers will likely be noisy due to the automobile servicing occurring. The existing employment land in the immediate local area is relatively limited, owing to the predominantly residential surroundings.</p>
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. However, there is likely to be synergies between the current occupiers relating to the automobile industry.
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

B1. Site Potential and Opportunities – Application of market sector frameworks					
B1.1 Suitability of site/cluster for key market sectors	The Hatters Lane industrial park is predominantly made up of good quality, albeit ageing industrial stock. This includes low spec sheds and warehouses in a high-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. As exemplified by the presence of the bakery and other retail uses on the site, these sheds are relatively flexible and can be repurposed for other uses. While not necessarily a prime site for manufacturing or distribution, Hatters Lane benefits from its proximity to the residential population. The site is therefore suitable for small-scale activity from the Retail and Manufacturing sectors, as well as further occupiers from the leisure sector to serve the residential population.				
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 key employment location for the automobile industry, acting as a distribution and manufacturing hub, as well as strongly functioning retail uses. Hatters 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 would need significant configuration, which is not currently viable.				
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	Yes – Within 2km of Priority Neighbourhood.		
Clean Growth			
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 and rentals, which thus do not contribute.		
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 physical scope for intensification or expansion of the business activity currently occurring within the industrial 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 would need significant configuration, which is not viable.			
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 start-up hub space, due to the traditional industrial and manufacturing uses currently in the location. Significant refurbishment and redevelopment would be required to accommodate such uses, whilst demand is likely to be limited due to the residential location.		
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 surrounding residential development, which could also limit the type of employment activity which can occur on site. Furthermore, the River Frome is located to the north of the site, which is a Site of Nature Conservation Interest. The site is situated adjacent to a Conservation Area, which will likely undermine development feasibility and viability.		
			✓
	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.		
C1 Regional Conclusion and Recommendations			
C1.1 Conclusion: The site has reasonable strategic potential to contribute to employment growth and key sector prioritisation across South Gloucestershire in the long term.		RAG Summary Reasonable	
C1.2 Justification/rationale – Hatters Lane is a locally important employment site, offering accommodation for small-scale industrial activity and sui generis uses from the retail sector in traditional industrial stock. However, the quality of the existing premises and configuration of the site would make it challenging to support significant key market sector growth. The residential uses which border the Hatters Lane site may pose a significant physical constraint for further growth of the site. It is further constrained by the neighbouring Conservation Area and Site of Nature Conservation Interest also. Although the site does not display significant strategic potential to contribute to key sector prioritisation across South Gloucestershire, the site provides an affordable and convenient location for the current occupiers.			
C1.3 Recommendation –			
<ul style="list-style-type: none"> Retain and continue to safeguard to protect existing employment activity. Consider redevelopment of site in the long-term to accommodate a wider range of key market sectors. 			