APPENDICES

Appendix A. Site appraisals

Bath

Existing Sites

Production Quarter (Brassmill Lane, Locksbrook Road Estate and the Maltings)

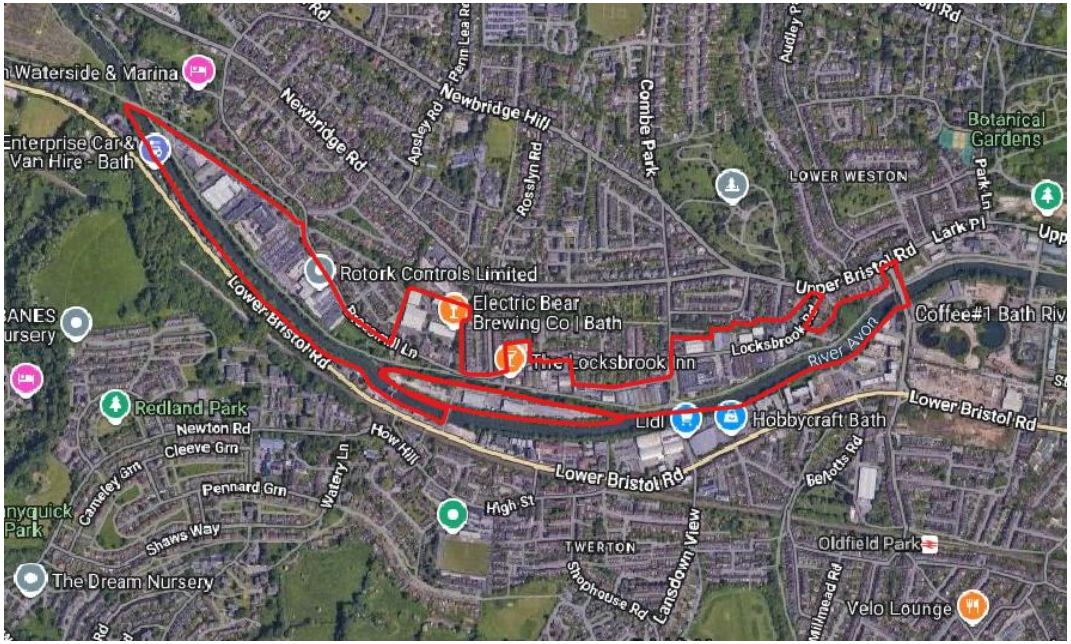


Figure 1.1 - Map of the Production Quarter site – Image showing the extent of the site outlined in red.

Table 1.1 – Appraisal of the Production Quarter site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located in the west of Bath, comprising land to the north of and an island within the River Avon, approximately 3 kilometres to the west and downstream from Bath City Centre. The site is accessible via Newbridge Road A4 and to the south Lower Bristol Road A36 and bridges from Lower Bristol Road and the Bristol and Bath Railway Path to Weston Island in the centre of the site. The site occupiers an area of 25.09 ha and comprises a wide range of employment uses. Weston Island is used by First Bus Depot, while the wider Brassmill and Locksbrook areas accommodate a range of mixed use industrial and R&D use, alongside some office use. Bath Spa University is a notable presence at its Locksbrook Campus. The site is principally brownfield and is currently allocated as part of the emerging Local Plan. The sites make up Bath's Production Quarter, a key employment cluster on the western edge of the city that supports around 1,400 jobs and contributes approximately £100 million GVA annually to the local economy. It forms part of a long-established industrial area identified for the retention and intensification of employment uses, with strong strategic importance for Bath's economic base[1]
5	**Placemaking Potential**	The site offers significant placemaking potential through the consolidation of the Production Quarter as Bath's largest collection of varied employment and light industrial uses, across sectors. Its riverside location provides an opportunity to better integrate green infrastructure and enhance the wider public realm. Vehicular and active travel links provide opportunities to better connect the area with the city centre to the east and existing river crossings provide the opportunity for connections to the Lower Bristol Road corridor to the south. However, the existing riverside walking and cycling route is fragmented and narrow in places, limiting its overall accessibility, and other pedestrian routes in the area, including links to Weston Island, can be perceived as unattractive and unsafe. While the size of the site and its diverse ownership mean comprehensive

[1] https://www.bathnes.gov.uk/sites/default/files/250207_FCBS_Production_Quarter_FINAL_Report.pdf

Traffic Light Score	Consideration	Reasoning
		redevelopment is unlikely, opportunities for infill and intensification can be achieved that would contribute to the prevailing mixed character of the area.
3	**Vehicular Access**	Access to the Production Quarter is largely via the A4 (Newbridge Road) to the north. Locksbrook Road acts as a central thoroughfare from the east and Brassmill Lane is the key approach road from the west. The narrowness of Locksbrook Road in its central section creates key challenges for businesses located in the centre of the study area. The Weston Island part of the site is physically constrained by its island-like setting, being separated from the mainland by the River Avon and the Weston Cut canal, resulting in a single vehicular access point through the site. Vehicular connections are achieved via bridges linking to Lower Bristol Road (A36) to the south and via Locksbrook Road and Brassmill Lane to the north, which are minor roads. Access for HGVs is restricted in some areas yet is an important factor for the successful operation of many tenant businesses. While proximity to the A36 provides access to a strategic east–west corridor, the site's reliance on a limited number of access routes and minor roads to the north restricts route choice and resilience. Redevelopment opportunities across the site should consider whether easing HGV access in some areas can be prioritised to improve operational issues for existing and future occupiers, reduce localised issues with congestion and reduce conflict between different road users.
4	**Active Travel and Public Transport Access / Local Amenities**	The site is located on the north side of the River Avon, which has established a series of east-west movement corridors, including the pedestrian/cyclist route along the Bristol and Bath Railway path. Oldfield Park rail station is within a 15-min walk of the site, although pedestrian connections via Windsor Bridge Road or Fieldings Road footbridge are a little indirect. Bus routes traverse the site along Locksbrook Road and along Newbridge Road and Lower Bristol Road to the north and south respectively; including routes 716, 5A, 58 and U5.
3	**Character of Area and Uses**	The site has a distinctive mixed industrial character. The Brassmill and Locksbrook areas predominantly comprise a range of light industrial uses, with the University Campus and residential accommodation contributing to the mix. The Weston Island section of the site is somewhat distinct

Traffic Light Score	Consideration	Reasoning
		given its island nature and is currently occupied by a bus depot with associated parking. The wider area is predominantly residential in character to both the north and south, with commercial and retail uses to the northwest, a concentration of industrial uses to the west (north of the River Avon), and retail uses with associated car parking to the southeast.
4	**Commercial Market**	The site occupies a distinctive and strategically located cluster within the River Avon corridor. Collectively, the sites benefit from strong accessibility and close proximity to established office, commercial, and regeneration locations, forming part of a wider corridor identified for growth and intensification. While this cluster is further from the centre of the city and the rail connections, it attracts a wide range of occupiers across sectors including R&D, small scale office and light industrial uses. The agglomeration benefits this brings, and the locational factors noted above mean the site continues to attract strong interest across the employment market, which would drive demand for infill and intensification, particularly if improvements can be delivered to the wider environment and connectivity.
4	**Availability of Workforce and Urban Relationship**	The site has a good relationship with the existing urban area and benefits from excellent connectivity to Bath city centre and surrounding residential neighbourhoods. The site benefits from access via the strategic road network and an array of public transport and active travel options making it capable of facilitating sustainable commuting patterns. The site's relative proximity to central Bath and major public transport routes makes it readily accessible to a large and diverse workforce.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2km of the site, which currently shows high (green) demand headroom. However, the River Avon forms a physical barrier between the site and these assets, which may require a solution prior to development therefore, feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c220 Mbps) suggesting strong connectivity in

Traffic Light Score	Consideration	Reasoning
		the area, similarly, the Think Broadband map records high-speed connectivity yet this is subject to site-specific confirmation. No powerlines constrain the site.
4	**Environmental constraints**	The site sits within the Cotswolds National Character Area (NCA) and in the impact risk zone for the Newton St. Lowe SSSI which is situated 1.14 km northwest of the site and therefore is unlikely to form a significant constraint. The site is located within Flood Zone 1 and is therefore at low risk of flooding from rivers and seas. The Carrs Woodland LNR lies 75 metres to the southwest of the site, within which parcels of deciduous woodland priority habitat are located. The site is approximately 785 metres southwest of the Cotswolds National Landscape Boundary. There are limited environmental constraints within or adjacent to the site boundary.
3	**Heritage Constraints**	The site is located within the Bath World Heritage Site (WHS), Bath Conservation Area and both contains and is in close proximity to numerous heritage assets. This includes the Grade II listed 'Weston Lock' (List Entry: 1395660) and 'Bridge' (List Entry: 1395658). This site is detailed in the existing Bath and Northeast Somerset Local Plan 2 Volume: Core Strategy & Placemaking Plan (adopted July 2017) under Policy B3 which highlights the opportunity to improve the image and identity for this part of the city through enhancing the ecological role of the site and improving pedestrian connections. Accordingly, the proposed development should respond to the historic character of the CA, WHS and surrounding listed buildings.
Summary	The Production Quarter, comprised of Locksbrook, Brassmill and Weston Island occupies a distinctive and strategically located site adjacent to the River Avon, proximate to Bath city centre and the wider Bath Quays employment area. The site benefits from good accessibility to the A4 (Newbridge Road) to the north and, to a lesser degree, the A36 (Lower Bristol Road) to the south has, providing strong east-west connectivity. The site has reasonable accessibility from Oldfield Park Station, though pedestrian connectivity via Fieldings Road footbridge or Windsor Bridge Road is indirect. The Bristol and Bath Railway Path provide an active travel route adjacent to the river that could be improved. The Quarter is well connected to surrounding neighbourhoods and to the wider workforce as a result of the variety of travel options available.	

Traffic Light Score	Consideration	Reasoning
		The nature of the existing occupiers means that further development and intensification would require management of important HGV movements alongside other modes of travel. The site plays an important functional role within Bath's urban area, accommodating an important collection of light industrial, manufacturing and R&D uses alongside the University Campus. The proliferation of existing businesses, the scale of the site and the opportunities for intensification and expansion mean that the Quarter presents a distinct opportunity to support economic growth across established and emerging markets. The scale of the site, adjacency to the river and potential to attract major employers mean that the site has significant placemaking potential, subject to requisite investment into the environment and public realm as new development is delivered. In the longer term, this might also extend to Weston Island, which presents a unique proposition due to its setting within the River Avon. While the proximity to residential uses in central areas and location within the World Heritage Site and Conservation Area requires sensitive development, this can be managed through the planning process and areas to the east and west and adjacent to the river provide greater opportunity for the delivery of additional employment floorspace that would complement surrounding commercial activity. **The site is suitable for employment development, subject to sensitive, high-quality design and the resolution of operational constraints.** It is recommended for *infill and uplift*, reflecting the opportunity to intensify and modernise the existing employment offer while retaining its important economic role within Bath's Production Quarter. Additional employment floorspace could be delivered through the redevelopment and rationalisation of underutilised parts of the site, building on the established cluster of industrial, creative and R&D uses and taking advantage of the riverside setting.

Bath Self Storage, Bellotts Road, Twerton, Bath (merged with M&B Engineering)



Figure 1.2 - Map of Bath Self Storage and M&B Engineering site – Image showing the extent of the site outlined in red.

Table 1.2 – Appraisal of Bath Self Storage and M&B Engineering site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the city of Bath, in its western extent, and is accessible via Lower Bristol Road, through Bellotts Road. The site comprises an approximately 0.59 ha plot that features the existing Safestore Self Storage Site and other nearby commercial units. Development on this site would be brownfield in nature, accordingly.
4	**Placemaking Potential**	This site comprises a somewhat secluded plot located off of Lower Bristol Road. Currently the site is occupied by an existing use that it is assumed would be redeveloped and intensified. Given the smaller scale of the site, it is considered that placemaking opportunities are more limited – restricted to a local / neighbourhood scale. Notwithstanding this, it is acknowledged that the site benefits from close proximity to nearby populations, as well as links to the nearby Two Tunnels Greenway, improving placemaking opportunities. As such, it is considered that the site offers some placemaking opportunities that could benefit those within the immediate locality.
3	**Vehicular Access**	The site does not directly adjoin an A-road but is closely connected to the A36 Lower Bristol Road via Bellotts Road, which functions as a local route providing access to the strategic network.
3	**Active Travel and Public Transport Access / Local Amenities**	The site benefits from strong transport accessibility, with Oldfield Park railway station located within immediate walking distance, providing regular services to Bath, Bristol and surrounding destinations. The site is also located within an established urban area where local walking routes are well defined. The immediate surroundings are predominantly residential with limited employment uses.
3	**Character of Area and Uses**	The site is characterised by a mix of storage, light industrial, and yard-based uses within a relatively constrained and fragmented arrangement of buildings and open space amongst a residential setting. The environment is functional and utilitarian, reflecting its operational

Traffic Light Score	Consideration	Reasoning
		focus, with little cohesion in layout or design. The merging of land interests provides some opportunity for consolidation and improved efficiency; however, the overall character remains low intensity and service-oriented, embedded within a broader industrial context.
4	**Commercial Market**	Bath Self Storage, Bellotts Road, Twerton, together with the adjoining M&B Engineering site, occupies a functional employment location within the wider Lower Bristol Road corridor, benefiting from reasonable access to the city centre and surrounding residential areas. The site is currently characterised by a mix of storage, light industrial, and yard-based uses, which support a practical and service-oriented commercial function aligned with the surrounding area. While the merger of land interests presents some opportunity to rationalise layouts and improve operational efficiency or enable modest intensification, the site's secondary location, constrained configuration, and relatively low-quality built environment are likely to limit its attractiveness to higher-value occupiers or more intensive forms of development without substantive intervention. As such, the site is considered to offer a stable but modest commercial role, with potential for continued industrial, storage, and hybrid employment uses, but it does not represent a prime commercial destination.
4	**Availability of Workforce and Urban Relationship**	The Bath Self Storage and M&B Engineering site benefits from access to a local and accessible labour pool, supported by its proximity to established residential areas in Twerton and the wider Bath urban area. The site is reasonably well served by local bus routes and active travel connections, supporting accessibility for employees engaged in light industrial, storage, and service-based roles. These uses align well with the prevailing skills base in the surrounding area, particularly for semi-skilled and operational employment; however, the site is unlikely to attract significant levels of higher-skilled or office-based employment given its character and environment. Workforce availability represents a supporting factor for the site's continued employment use, sustaining its role as a functional, locally serving employment location rather than a destination for higher-value job growth.

Traffic Light Score	Consideration	Reasoning
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate – high (amber/green) demand headroom. However, feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker2 indicates that the site benefits from superfast broadband coverage across the site (up to c20 Mbps) indicating moderate connectivity, the Think Broadband[3] recorded real-world speeds of around 220 Mbps, suggesting strong connectivity in the area. There are no powerlines or towers located within the site boundary.
5	**Environmental constraints**	The site is located within the Cotswolds NCA. The site is located within an SSSI Impact Risk Zone; however this feature is located over 2 km from the site and therefore shouldn't form a significant constraint. There are no other environmental designations within 1 kilometre of the site. The site is wholly located in Flood Zone 1, which means it has a low probability of flooding from rivers and seas. Therefore, there are limited environmental constraints within and in close proximity to the site.
4	**Heritage constraints**	The site is located within the City of Bath WHS. The site's location is not densely populated by heritage assets with the majority of listed buildings located towards Bath CA, north of the site. There is 1 listed building located 87 metres east of the site, which is the Grade II listed 'Brook Road Bridge' (List Entry: 1395040). The character and views of the WHS need to be considered in the design of the proposed development however, there are no other major heritage considerations within or surrounding the site.
Summary	Bath Self Storage is located in the western part of Bath, within the established urban area, and is accessed via Bellotts Road from Lower Bristol Road. The site comprises a small (0.59 ha) brownfield plot currently in active employment	

[2] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[3] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		use. Vehicular access is moderate, but the site benefits from strong sustainable transport links, including close proximity to Oldfield Park railway station and established walking routes within the surrounding residential area. The site performs a modest but stable employment function, reflecting its location within the Lower Bristol Road corridor and its role in supporting storage, light industrial, and service-based uses. While there is potential for rationalisation and limited intensification, the constrained size, fragmented layout, and secondary quality environment are likely to limit its appeal to higher-value occupiers. Environmental constraints are limited, although the site lies within the Cotswolds National Character Area. Local heritage constraints are limited, though the location within Bath WHS means that the potential impacts would need to be considered as part of any redevelopment. **In light of the above, it is considered that the site is suitable for appropriately designed employment development.** The site is recommended for *protection* as an employment location, reflecting its ongoing contribution to the local employment land portfolio and the limited opportunity for significant additional employment floorspace. Continued occupation by light industrial, storage and hybrid employment uses would ensure the site maintains its valuable role in supporting local businesses and services.

Bath Trade Park, Westmoreland Station Road, Westmoreland, Bath



Figure 1.3 - Map of Bath Trade Park site – Image showing the extent of the site outlined in red.

Table 1.3 – Appraisal of Bath Trade Park site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the city of Bath, in its western extent, and is accessible via Lower Oldfield Park, through Westmoreland Station Road. The site comprises an approximately 0.84 ha plot that features the existing Brewers Decorator Centres and Jewson Bath sites, as well as other nearby smaller commercial units. Development on this site would be brownfield in nature, accordingly.
4	**Placemaking Potential**	This site comprises a highly visible plot, located directly adjacent to the Bath – Bristol Mainline Railway on the western approach to Bath Spa Sation. At current the site is occupied by a number of commercial and industrial uses that it is assumed would be redeveloped and intensified. The site benefits from the existing tunnel under the railway, connecting the site to Westmoreland Street, and alleyways connecting the site to Lower Oldfield Road. Whilst these would likely need to be improved to encourage their use, they offer unique opportunities for additional permeability and legibility throughout the site and the nearby streets. Further, the site is also located adjacent to land reserved for a rail freight facility (Policy ST4 Rail Freight Facility). If this were to be developed this would present the site as a unique development with sustainable transportation opportunities on its doorstep. The site could deliver an uplift in employment floorspace subject to the relocation of existing occupiers.
3	**Vehicular Access**	The site is not directly adjoining an A-road and is accessed via Westmoreland Station Road and Lower Oldfield Park, which connect northwards to the A36. This provides an indirect link to a key strategic route through Bath. While connectivity to the wider network is present, reliance on minor roads and a predominantly residential street network may constrain access for larger vehicles and limit servicing efficiency.
4	**Active Travel and Public Transport**	The site benefits from strong sustainable transport accessibility due to its proximity to Oldfield Park railway station, which is within walking distance and provides regular services to Bath, Bristol and surrounding destinations. Bus services operating along the A36 to the north

Traffic Light Score	Consideration	Reasoning
	Access / Local Amenities	include routes 12, 58 and U2, with services running approximately every half hour, offering further connectivity across the area. The site is located within an established urban area and benefits from a pedestrian network that supports walking.
4	**Character of Area and Uses**	Bath Trade Park is characterised by a relatively modern and coherent trade and industrial estate, with a strong presence of trade counter, bulky goods, and quasi-retail warehouse uses. Units are generally well-configured and benefit from active frontages, parking, and servicing areas, contributing to a more ordered and legible environment than many older estates. The area has a clear commercial identity focused on customer-facing industrial uses, with a moderate level of activity and visibility. While the character is still predominantly functional, it offers a higher quality environment than surrounding secondary industrial areas, albeit without the density or mix associated with more central locations.
4	**Commercial Market**	Bath Trade Park, Westmoreland Station Road, occupies a well-established and accessible employment location within the Lower Bristol Road corridor, benefiting from proximity to Bath city centre, Oldfield Park, and nearby regeneration areas. Bath City is expected to remain the principal economic centre and the FENA identifies continuing requirements for industrial and logistics floorspace alongside office growth. The site is characterised by a concentration of trade counter, light industrial, and quasi-retail warehouse uses, which generate consistent occupier demand and contribute to its relatively strong market position for this segment. Compared to more secondary estates in the area, the Trade Park benefits from a more coherent layout, active frontage, and visibility, which supports its attractiveness to occupiers requiring customer interaction as well as operational yard space. However, its location outside the city core, combined with the functional nature of the accommodation, limits its appeal to higher-value office or corporate occupiers. As such, the site represents a robust and well-performing trade and industrial destination within the local market, with potential for continued intensification or refurbishment, but it does not constitute a prime commercial location in strategic terms.

Traffic Light Score	Consideration	Reasoning
4	**Availability of Workforce and Urban Relationship**	Bath Trade Park benefits from access to a strong and readily available labour pool, supported by its proximity to established residential areas in Westmoreland, Twerton, and Oldfield Park, along with good connections to the wider Bath area. The site is served by public transport routes and active travel infrastructure, facilitating workforce accessibility for a range of employment types, particularly those associated with trade counter, light industrial, and service-based uses. These sectors align well with the local skills base, supporting both skilled trades and semi-skilled operational roles, and contributing to the site's continued viability as an employment location. While the nature of the offer is less suited to higher-density or knowledge-based employment uses, overall workforce availability is considered to be a positive factor, underpinning the site's strong functional role within the local employment land portfolio.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. However, feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[4] indicates that the site benefits from ultrafast broadband coverage across the site (up to c1000 Mbps) indicating inconsistent connectivity, the Think Broadband[5] recorded real-world speeds of around 180 Mbps, suggesting variable connectivity between 0.3 Mbps to 749 Mbps demonstrating inconsistent connectivity in the area. There are no powerlines or cables crossing the site.
4	**Environmental constraints**	The site is located within the Cotswolds NCA. The site is located within the SSSI Impact Risk Zone for the Combe Down and Bathampton Down Mines SSSI, however this feature is located over 1.8 km from the site and therefore is unlikely to form a significant constraint.

[4] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[5] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		Multiple parcels of priority habitat are located within 1 kilometre of the site, the closest of which is a parcel of deciduous woodland priority habitat situated 370 metres southeast of the site. There are no other environmental designations within 1 kilometre of the site. The site is wholly located in Flood Zone 1, which means it has a low probability of flooding from rivers and seas. Therefore, there are limited environmental constraints within and in close proximity to the site.
3	**Heritage Constraints**	The site is located within the City of Bath WHS and adjacent to Bath Conservation Area. There are no listed buildings located within the site and the site is not immediately surrounded by heritage assets with the majority located in the CA to the north and south of the site. The closest feature, the Grade II listed 'Nos 72-84 (Even) Wells Road with front boundary wall and gateway' (List Entry: 1406378) is 150 metres southeast of the site. The character and views of the CA and WHS need to be considered in the design of the proposed development however, there are no other major heritage considerations within or surrounding the site.
Summary	Bath Trade Park is located in the western part of Bath, within the established urban area, and is accessed via Westmoreland Station Road, connecting to the A36. The site comprises a 0.84 ha brownfield employment area adjacent to the mainline railway. Vehicular access is moderate, relying on local roads, although the site benefits from strong sustainable transport links, including proximity to Oldfield Park railway station and established pedestrian connections. The site represents a well-performing employment location within the Lower Bristol Road corridor, with a strong focus on trade counter, light industrial, and quasi-retail uses. B&NES identified significant under-delivery of industrial floorspace across Bath and emphasised the importance of retaining existing employment sites where possible. Bath Trade Park therefore performs an important role in maintaining the city's supply of industrial and trade-counter accommodation. Market demand is relatively robust for these uses, supported by good visibility and an established commercial role; however, the site's functional character and location outside the city core limit its appeal to higher-value occupiers. Environmental constraints are limited, although heritage sensitivities are more pronounced, with the	

Traffic Light Score	Consideration	Reasoning
		site located within the Bath World Heritage Site and adjacent to the Conservation Area, requiring careful design and mitigation. **In light of the above, it is considered that the site is <u>suitable</u> for continued employment use.** It is recommended for *infill and uplift*. The site provides an opportunity for intensification through refurbishment, redevelopment, and more efficient use of land should existing occupiers relocate or reconfigure operations. Future development should seek to enhance employment density whilst maintaining the site's important role in Bath's industrial and trade counter market.

Booker McConnell Plc, Bellotts Road, Twerton, Bath



Figure 1.4 - Map of Booker McConnell site – Image showing the extent of the site outlined in red.

Table 1.4 – Appraisal of Map of Booker McConnell site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the city of Bath, in its western extent, and is accessible via Lower Bristol Road, through Bellotts Road and Brook Road. The site comprises an approximately 0.35 ha plot that features the existing Booker McConnell Site. Development on this site would be brownfield in nature, accordingly.
4	**Placemaking Potential**	This site comprises a somewhat secluded plot located off of Lower Bristol Road. Currently the site is occupied by an existing use that it is assumed would be redeveloped and intensified. Given the smaller scale of the site, it is considered that placemaking opportunities are more limited – restricted to a local / neighbourhood scale. Notwithstanding this, it is acknowledged that the site benefits from close proximity to nearby populations, as well as links to the nearby Two Tunnels Greenway, improving placemaking opportunities. As such, it is considered that the site offers some placemaking opportunities that could benefit those within the immediate locality.
3	**Vehicular Access**	The site is not directly adjoining an A-road and is accessed via Brook Road, which connects in close proximity to Lower Bristol Road, a key A-road corridor. This provides an indirect link to the strategic road network and supports general vehicular access. However, reliance on local roads within a predominantly residential area may constrain access for larger vehicles and limit servicing flexibility.
4	**Active Travel and Public Transport Access / Local Amenities**	The site benefits from strong sustainable transport accessibility, with Oldfield Park railway station located within immediate walking distance, providing regular connections to Bath, Bristol and surrounding destinations. This is complemented by the proximity of bus services along Lower Bristol Road. The surrounding environment is predominantly residential, but the site is close to local facilities including PureGym and the Bath Gasworks site.

Traffic Light Score	Consideration	Reasoning
3	**Character of Area and Uses**	The site is dominated by a large-scale wholesale and distribution use, resulting in a highly functional and operational character defined by servicing, vehicle movements, and storage. The built form and layout are primarily driven by logistics requirements rather than urban design considerations, creating a self-contained employment environment with limited interaction with surrounding uses. The area is amongst a residential neighbourhood, with a purpose-built distribution site within an established industrial corridor.
4	**Commercial Market**	Booker McConnell Plc, Bellotts Road, occupies a prominent and functional employment site within the Twerton area, forming part of the wider Lower Bristol Road corridor and its established industrial and service-based cluster. The site benefits from good strategic accessibility and a strong operational profile associated with wholesale and distribution uses, which underpin steady occupier demand for this type of accommodation. Its scale, active use, and established planning role contribute positively to the local employment land portfolio; however, the nature of the use, together with site-specific servicing requirements and a predominantly utilitarian environment, may limit the site's flexibility for alternative higher-value commercial uses without substantial redevelopment. As such, the site is considered to perform a robust and important role in supporting distribution and trade functions within the local economy, with potential for continued employment use or intensification, but it does not represent a prime commercial destination in market terms.
4	**Availability of Workforce and Urban Relationship**	The Booker McConnell site benefits from access to a well-established and accessible local labour pool, supported by its proximity to residential areas in Twerton, Whiteway, and the wider Bath urban area. The site is reasonably well served by public transport and active travel routes, supporting workforce access for a range of operational roles associated with wholesale, logistics, and distribution activities. These uses align closely with the prevailing local skills base, particularly in terms of semi-skilled and vocational employment, and support stable workforce availability. While the site is less likely to attract higher-skilled, office-based employment due to the operational nature of its use,

Traffic Light Score	Consideration	Reasoning
		workforce availability is considered a clear strength, underpinning its continued viability as a key employment location within this part of Bath.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate – high (amber/green) demand headroom. However, feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[6] indicates that the site benefits from ultrafast broadband coverage in areas of the site (up to c1100 Mbps) indicating moderate connectivity, the Think Broadband[7] recorded real-world speeds of around 220 Mbps, suggesting strong connectivity in the area. There are no powerlines or towers located within the site boundary.
4	**Environmental constraints**	The site is located within the Cotswolds NCA. The site is located within an SSSI Impact Risk Zone; however this feature is located over 2 km from the site and therefore shouldn't form a significant constraint. There are no other environmental designations within 1 kilometre of the site. The site is wholly located in Flood Zone 1, which means it has a low probability of flooding from rivers and seas. Therefore, there are limited environmental constraints within and in close proximity to the site.
3	**Heritage Constraints**	The site is located within the City of Bath WHS. There are no listed buildings within close proximity of the site with the closest feature being the grade II listed 'Charlton House', located 142 metres northwest. The character and views of the WHS need to be considered

[6] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[7] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		in the design of the proposed development however, there are no other major heritage considerations within or surrounding the site.
Summary		Booker McConnell is located in the western part of Bath, within the established urban area, and is accessed via Brook Road connecting to the A36 Lower Bristol Road. The site comprises a small (0.35 ha) brownfield plot in active employment use. Vehicular access is moderate, relying on local roads, although the site benefits from strong sustainable transport links, including proximity to Oldfield Park railway station and nearby bus services. The site performs a strong and established employment function within the Lower Bristol Road corridor, primarily supporting wholesale and distribution uses. This aligns with the findings of the council's previous employment land review[8] regarding the need for continued provision of industrial and logistics space to support the wider B&NES economy. Market demand for this type of operational space remains robust; however, the site's functional character, constrained layout, and servicing requirements limit its flexibility and appeal to higher-value occupiers without significant redevelopment. Environmental constraints are limited, although the site lies within the Bath World Heritage Site, requiring sensitive design consideration. Heritage impacts are otherwise minimal. **In light of the above, it is considered that the site is <u>suitable</u> for appropriately designed employment development.** The site is recommended for *infill and uplift* as an established employment location, reflecting its ongoing operational role and limited opportunity for significant additional floorspace. Continued employment use would support the retention of wholesale, logistics and trade-related activities that contribute to Bath's industrial land supply.

Broadway Court, Miles Street, Widcombe, Bath



Figure 1.5 - Map of Broadway Court site – Image showing the extent of the site outlined in red.

Table 1.5 – Appraisal of Broadway Court site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the city of Bath, east of the city centre, and is accessible via Miles Street and Spring Gardens Road. The site comprises an approximately 0.12 ha plot that features a number of existing commercial uses built into the arches of the rail bridge. Development on this site would be brownfield in nature, accordingly.
1	**Placemaking Potential**	Given the nature of the site placemaking opportunities are limited as any redevelopment would require the retainment of the existing bridge spans. As such, whilst there are some opportunities available to improve the legibility of this site and make it more inviting, this couldn't fundamentally alter the existing arrangement and would likely only extend to improving the immediate locality. Further, the site is inherently secluded so would not be able to enhance its visibility credentials either. The site's position between the bridge and electrical infrastructure site is also considered to significantly negatively impact the visual amenity of the site. As such, it is considered that any redevelopment on this site is likely to remain unattractive with an undesirable, narrow layout.
2	**Vehicular Access**	The site does not directly adjoin an A-road and is accessed via Spring Crescent and Spring Gardens Road, which provide connections to the A36 after several turns through the local road network. This arrangement offers indirect access to a key strategic route but relies on minor roads within a predominantly residential area. As a result, while vehicular access is achievable, it may be constrained for larger vehicles and more intensive servicing requirements.
4	**Active Travel and Public Transport Access / Local Amenities**	The site is located within immediate walking distance of Bath Spa railway station, which provides frequent regional and national services and strong connectivity to a wide commuter catchment. The site is also positioned on the edge of Bath city centre, providing access to a wide range of amenities including retail, restaurants, leisure and service uses within a short

Traffic Light Score	Consideration	Reasoning
		walk. The surrounding urban environment supports pedestrian movement, and the proximity to the station ensures access to a comprehensive bus network.
3	**Character of Area and Uses**	The site is characterised by its railway setting, with a blend of small-scale industrial or service uses accommodated within adapted premises. The surrounding area has a relatively urban and mixed character, with strong integration between employment and residential uses. The environment is modest but active, supporting a flexible and locally oriented workspace offer.
3	**Commercial Market**	Broadway Court, Miles Street, occupies a small-scale but well-located employment site within the Widcombe area, benefitting from close proximity to Bath city centre, Bath Spa railway station, and surrounding mixed-use neighbourhoods. The site is characterised by a mix of commercial, light industrial or storage-based uses, which together support a flexible and locally oriented employment function. Its central location and accessibility enhance its attractiveness for small businesses and creative or professional occupiers seeking space outside the prime core; however, the limited scale of the site, constrained layout (under the rail line), and generally modest building stock restrict its ability to attract larger occupiers or support significant intensification. As such, Broadway Court performs a niche but stable role within the local market, offering accessible and flexible workspace, but it does not represent a prime commercial destination in strategic terms.
4	**Availability of Workforce and Urban Relationship**	Broadway Court benefits from strong workforce accessibility, supported by its highly sustainable location within walking and cycling distance of Bath city centre and immediate proximity to Bath Spa railway station, providing connections to the wider regional labour market. The surrounding Widcombe and central Bath areas offer access to a diverse and relatively high-skilled labour pool. However, the modest scale of the site and its focus on smaller occupiers limit its overall employment capacity and ability to support significant job growth.

Traffic Light Score	Consideration	Reasoning
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. However, the River Avon forms a physical barrier between the site and these assets, which may require a solution prior to development therefore, feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[9] indicates that the site benefits from superfast broadband coverage across the site (up to c20 Mbps) indicating moderate connectivity, the Think Broadband[10] recorded real-world speeds of around 722 Mbps, suggesting strong connectivity in the area. There are medium voltage DNO distribution powerlines running along the southern and eastern boundary of the site alongside extra high voltage cables along the east, these assets will require consideration in the design of the development as they may require an exclusion zone.
4	**Environmental constraints**	The site is located within the Cotswolds NCA. The site is also located within the SSSI Impact Risk Zone for the North Road Quarry, Bath SSSI, however this feature is located over 1.2 km from the site and therefore shouldn't form a significant constraint. In addition, a Noise Important Area covers the site. The Cotswolds AONB is situated approximately 433 metres southeast of the site. Multiple parcels of priority habitat are located within 1 kilometre of the site, the closest of which is a parcel of Woodland Pasture BAP Parade Gardens deciduous woodland priority habitat situated 370 metres southeast of the site. The site is partly located within Flood Zone 2, along the north and south boundaries with the centre of the site located within Flood Zone 1. With mitigation and design considerations in place the

[9] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[10] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		environmental designations within and surrounding the site should not cause a significant constraint to development.
4	**Heritage constraints**	The site is located within the City of Bath WHS and Bath CA. There are no listed buildings within the site however, the Grade II listed 'St James's Railway Bridge' (List Entry: 1395151) and 'Ralph Allen House' (List Entry: 1394602) which are located 23 and 78 metres west of the site, respectively. The character and views of the CA, WHS and listed buildings need to be considered in the design of the proposed development however, there are no other major heritage considerations within or surrounding the site.
Summary	Broadway Court is located to the east of Bath city centre, within the established urban area, and is accessed via Miles Street and Spring Gardens Road connecting to the A36. The site comprises a very small (0.12 ha) brownfield plot arranged within railway arches. Vehicular access is moderate, relying on local roads, but the site benefits from excellent sustainable transport accessibility, with immediate proximity to Bath Spa railway station and the city centre. The site performs a modest but well-located employment function, supporting small-scale commercial, storage, and light industrial uses. Its central location and accessibility underpin demand for flexible workspace; however, the railway arch typology limits the appeal across sectors and means there are no opportunities for a more expansive or intensive commercial provision. Environmental constraints are limited and manageable, although flood risk and noise require consideration. Heritage sensitivities are pronounced, with the site located within the Bath World Heritage Site and Conservation Area, and in close proximity to listed structures. However, with provision largely confined to the arches themselves, impacts on the settings of these assets is likely to be negligible. **In light of the above, it is considered that the site is <u>suitable</u> for employment development, though for a limited range of employment sectors and occupiers.** The site is recommended for *protection*, reflecting the importance of retaining small-scale business accommodation within Bath and the limited scope for expansion or intensification associated with the railway arch format. Continued occupation by small businesses and service providers would maintain its contribution to the local economy.	

Commercial buildings to the north of Dartmouth Avenue, Twerton, Bath



Figure 1.6 - Map of Dartmouth Avenue site – Image showing the extent of the site outlined in red.

Table 1.6 – Appraisal of Dartmouth Avenue site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the city of Bath, in its southwestern extent, and is accessible via Dartmouth Avenue. The site comprises an approximately 0.34 ha plot that features a number of commercial units. Development on this site would be brownfield in nature, accordingly.
4	**Placemaking Potential**	The site is situated in a visible location adjacent to the Two Tunnels Greenway active travel route. At current the site is occupied by a number of commercial and industrial uses that it is assumed would be redeveloped and intensified. This site provides opportunities to deliver a new sustainable and well-designed development in an appropriate location. Whilst unlikely to be exemplary given the smaller scale of the site and location along a less visible road, the site is considered to present a good placemaking opportunity.
3	**Vehicular Access**	The site is not directly adjoining an A-road and is accessed via Dartmouth Avenue, which connects to the A36 within a short distance via a number of local roads. This provides an indirect link to a key strategic route through Bath. While the proximity to the A36 supports general connectivity, reliance on residential streets and multiple turns may constrain access for larger vehicles and reduce efficiency for servicing movements.
3	**Active Travel and Public Transport Access / Local Amenities**	The site lies within immediate walking distance of Oldfield Park railway station, providing regular services to Bath, Bristol and surrounding areas and supporting access to a wider labour market. A bus route operates along Dartmouth Avenue, including route 12, providing additional public transport connectivity. The site is located within an established residential area with good pedestrian permeability and access to local routes. In terms of local amenities, Brickfields Park is located immediately to the west, providing recreational space, and the presence of university facilities on the site supports both local activity and a steady flow of users.

Traffic Light Score	Consideration	Reasoning
2	**Character of Area and Uses**	The surrounding area is residential in character, with close proximity to green space on Brickfields Park. The current buildings on site are of low-quality build and do not fit the character of the area. The site is not connected to the other commercial areas in Bath.
3	**Commercial Market**	The commercial buildings to the north of Dartmouth Avenue form a small and relatively fragmented employment area within the wider Lower Bristol Road corridor, benefiting from proximity to established residential neighbourhoods and reasonable access to Bath city centre. Bath has virtually no surplus industrial supply therefore existing employment sites should generally be retained. However, the site accommodates university functions and empty premises. The limited scale, varied building quality, and lack of coherence or prominence reduce its attractiveness to a wider occupier market, with demand likely to be driven by local requirements rather than strategic investment. The site has the potential for increased attractiveness with redevelopment.
3	**Availability of Workforce and Urban Relationship**	The site benefits from a relatively close relationship with the surrounding urban area, with established residential neighbourhoods in Twerton and Whiteway located nearby, providing access to a local labour force. There are connections via local road networks and some public transport provision along the Lower Bristol Road corridor, access routes are less direct, and the site is not as well integrated into key pedestrian or cycle networks as more central locations. This results in a moderate level of accessibility, with some reliance on car-based travel for certain users.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a substation within 1 -2 km of the site, which currently shows moderate (amber) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c1000 Mbps) suggesting high connectivity in the

Traffic Light Score	Consideration	Reasoning
		area, similarly, the Think Broadband11 map indicates strong coverage for the area ranging between 139 Mbps to 749 Mbps. There are no cables or towers covering the site.
4	**Environmental constraints**	The site is located within the Cotswolds NCA and within an SSSI Impact Risk Zone, however this feature is located over 2km from the site and therefore, won't have any significant constraints. There are no parcels of priority habitats within the site however, parcels of deciduous woodland priority habitat are situated 165 metres southeast of the site. The site is wholly located in Flood Zone 1 and is therefore at low risk of flooding from rivers and seas.
4	**Heritage constraints**	The site is located within the City of Bath WHS. There are no listed buildings within the site or within close proximity of the site. The Grade II listed 'Church of the Ascension' (List Entry: 1406075) is located 278 metres southeast of the site. The character and setting of the WHS should be considered in the design of the proposed development.
Summary	The site is located in the south-west of Bath, within the established urban area, and is accessed via Dartmouth Avenue. The site comprises a small (0.34 ha) brownfield employment area currently in active use. The site benefits from proximity to local road networks and adjacent residential areas, as well as the Two Tunnels Greenway, encouraging active travel connectivity. The site performs a modest and secondary employment function within a fragmented and low-quality built environment. While there is some demand for local employment space, the limited scale, poor coherence, and lack of prominence reduce its attractiveness to a wider occupier market. The surrounding residential context and access to a local labour pool support ongoing use; however, the site's separation from established employment clusters limits its strategic role. Environmental constraints are minimal, although the site lies within the Bath World Heritage Site, requiring careful design consideration. Heritage impacts are otherwise limited.	

[11] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		In light of the above, it is considered that the site is <u>suitable</u> for employment development. The site is recommended for *infill and uplift*, reflecting the opportunity to improve the quality and efficiency of the existing employment accommodation whilst retaining employment use. Redevelopment and modernisation could help strengthen the site's contribution to Bath's constrained employment land supply.

Commercial space, Cheltenham Street, Bath & Cheltenham Road



Figure 1.7 - Map of Cheltenham Street and Cheltenham Road site – Image showing the extent of the site outlined in red.

Table 1.7 – Appraisal of Cheltenham Street and Cheltenham Road site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site encompasses two parcels of land, separated by a housing development, located within the city of Bath, in its western extent, and is accessible via Lower Bristol Road through Westmoreland Street and Westmoreland Road. The site is made up of two land parcels which total approximately a 0.25 ha plot that features commercial units and their curtilage. Development on this site would be brownfield in nature, accordingly.
3	**Placemaking Potential**	This site comprises two somewhat secluded plots located off Lower Bristol Road. Currently the site[s] are occupied by a number of existing uses that it is assumed would be redeveloped and intensified. Given the smaller scale of the site, it is considered that placemaking opportunities are more limited – restricted to a local / neighbourhood scale. Notwithstanding this, it is acknowledged that the site benefits from close proximity to nearby populations, as well as links to the nearby tunnel under the mainline connecting the site to Westmoreland Station Road, improving placemaking opportunities. As such, it is considered that the site offers fair placemaking opportunities that could benefit those within the immediate locality.
3	**Vehicular Access**	The site is not directly bordered by an A-road but is in close proximity to the A36 and is connected via Westmoreland Road, Westmoreland Street and Cheltenham Street, indirectly. Cheltenham Street runs across the site and supports internal access and circulation. This provides a good level of connectivity, including the ability to accommodate larger vehicles, with relatively straightforward access to the A36 corridor.
4	**Active Travel and Public Transport**	The site benefits from good sustainable transport accessibility. It is within approximately 15 minutes walking distance of Oldfield Park and Bath Spa railway station, which provides regular rail services to Bath, Bristol and surrounding areas. Bus services are available

Traffic Light Score	Consideration	Reasoning
	Access / Local Amenities	nearby, with stops serving routes 58, U2 and 12, which provide connections across Bath including Odd Down and the University of Bath. The surrounding area is predominantly residential, with some scattered restaurants and employment-related amenities that support day to day needs. St James's Cemetery is located adjacent to the site, providing accessible green space and contributing to the pedestrian environment.
3	**Character of Area and Uses**	Cheltenham Street is characterised by a mixed-use urban environment, with commercial premises interspersed alongside residential properties and small-scale service activities. Uses typically include office, studio, and local business functions operating within adapted or purpose-built premises, contributing to a modest but active employment presence. The area has a relatively informal and secondary character compared to prime city centre locations, with limited uniformity or large-scale commercial identity.
3	**Commercial Market**	The commercial space on Cheltenham Street occupies a small-scale, centrally located employment site on the edge of Bath city centre, benefiting from good accessibility and proximity to established commercial, retail, and residential areas. The sites limited scale, constrained configuration, and generally modest building quality restrict its ability to attract larger occupiers or achieve stronger rental values, with demand largely driven by local and niche requirements rather than strategic market interest. As such, the site demonstrates steady but modest commercial activity and remains within the secondary tier, with limited potential to compete with higher-value city centre locations.
4	**Availability of Workforce and Urban Relationship**	Cheltenham Street benefits from a strong relationship with the surrounding urban area, with immediate proximity to central Bath and a dense network of residential neighbourhoods providing access to a diverse and skilled labour pool. The site is highly accessible by sustainable transport modes, including walking, cycling, and public transport, with Bath Spa railway station and key bus routes nearby, supporting connectivity to the wider travel-to-work area. While the scale of the site limits overall employment capacity, its accessibility

Traffic Light Score	Consideration	Reasoning
		and central location make it attractive for small businesses and service-based roles that rely on a readily available workforce.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a substation within 1 -2 km of the site, which currently shows moderate (amber) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker indicates that the site benefits from variable speeds between standard to ultrafast broadband coverage (from 1Mbps up to c220 Mbps) suggesting inconsistent connectivity in the area, similarly, the Think Broadband[12] map indicates variable coverage for the area ranging between 0.3 Mbps to 749 Mbps. There are no cables or towers covering the site.
4	**Environmental constraints**	The site is located within the Cotswolds NCA and within an SSSI Impact Risk Zone, however this feature is located over 2km from the site and therefore, won't have any significant constraints. There are no parcels of priority habitats within or surrounding the site with the closest parcel of deciduous woodland priority habitat situated 500 metres southeast. The majority of the site is located in Flood Zone 2, which will require mitigation in the design of the proposed development.
4	**Heritage constraints**	The site is located within the City of Bath WHS and 120 metres southwest of Bath CA. There are no listed buildings within the site or within close proximity of the site. The Grade II listed 'No. 87 Cemetery Lodge and Gateway to Widcombe, Lyncombe and St James's Cemetery' (List Entry: 1395104) is located 152 metres southeast of the site. The character and setting of the WHS should be considered in the design of the proposed development.

[12] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
Summary	Cheltenham Street and Cheltenham Road are located in the western part of Bath, within the established urban area, and are accessed via Westmoreland Street, Westmoreland Road, and Cheltenham Street from the Lower Bristol Road corridor. The site comprises two small parcels totalling 0.25 ha, separated by residential development and currently in employment use. The site benefits from strong sustainable transport connectivity and proximity to the city centre, supporting access to a wide labour market. The site performs a modest but stable employment function, supporting small-scale office, studio, and service-based uses within a secondary urban environment. Its central location and accessibility underpin local demand; however, the limited scale, fragmented configuration and modest building quality constrain its ability to attract larger or higher-value occupiers. Environmental constraints include areas of flood risk requiring mitigation, while heritage sensitivities are moderate, with the site located within the Bath World Heritage Site and near the Conservation Area. **In light of the above, it is considered that the site is <u>suitable</u> for appropriately designed employment development.** The site is recommended for *protection* as a small but valuable employment location. Whilst limited rationalisation may be achievable, the principal objective should be to retain employment uses that contribute to business diversity and economic resilience within Bath.	

Commercial space, Lymore Gardens, Twerton, Bath



Figure 1.8 - Map of Lymore Gardens site – Image showing the extent of the site outlined in red.

Table 1.8 – Appraisal of Lymore Gardens site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the city of Bath, in its southwestern extent, and is accessible via Lymore Gardens. The site comprises an approximately 0.36 ha plot that features a number of commercial and industrial units as well as a large, converted unit known as 'The warehouse', comprising 5 townhouses and 3 apartments. Development on this site would be brownfield in nature, accordingly.
4	**Placemaking Potential**	The site is situated in a visible location along Lymore Avenue and Lymore Gardens. At current the site is occupied by a number of commercial and industrial uses that it is assumed would be redeveloped and intensified. This site provides opportunities to deliver a new sustainable and well-designed development in an appropriate location. Whilst unlikely to be exemplary given the smaller scale of the site and less prominent location, the site is considered to present a good placemaking opportunity.
2	**Vehicular Access**	The site is not adjacent to an A-road and is accessed via Lymore Avenue and Lymore Gardens, which are local residential streets. These routes provide indirect access to the wider road network but are not well suited to accommodating higher volumes of traffic or frequent HGV movements. The constrained nature of the surrounding street network and its predominantly residential character are likely to limit the suitability of the site for employment uses with significant servicing requirements.
3	**Active Travel and Public Transport Access / Local Amenities**	The site lies within a 15-minute walking distance of Oldfield Park railway station, providing regular rail connections to Bath, Bristol and surrounding areas. Bus stops located nearby serve routes 12 and 20, offering additional connectivity across the city. The surrounding

Traffic Light Score	Consideration	Reasoning
		area is predominantly residential but benefits from access to nearby green spaces, including Lymore Gardens and Brickfields Park.
3	**Character of Area and Uses**	The area around Lymore Gardens is characterised by a predominantly residential environment interspersed with small-scale and somewhat fragmented employment uses, resulting in a low-intensity and informal mixed-use character. Commercial activity is accommodated within modest, utilitarian premises, including workshops, storage units, and service yards.
3	**Commercial Market**	The commercial space at Lymore Gardens occupies a small and predominantly local employment site within the Twerton area, set within a largely residential context and benefiting from reasonable access to the Lower Bristol Road corridor and Bath city centre. The site comprises a mix of light industrial, workshop, and service-based uses, providing affordable and functional space that supports small-scale business activity. However, its limited scale, constrained layout, and relatively low profile within the wider commercial market restrict its appeal beyond local occupiers, with demand likely to remain modest and values firmly within the lower secondary range. As such, the site supports ongoing day-to-day employment activity but does not offer the scale, quality, or accessibility required to attract higher-value uses or compete with more established employment locations.
4	**Availability of Workforce and Urban Relationship**	Lymore Gardens benefits from a reasonable relationship with the surrounding urban area, with established residential neighbourhoods in Twerton and Whiteway located in close proximity, providing access to a local labour pool. While the site is connected to nearby arterial routes and benefits from some public transport provision, accessibility is more limited compared to more central or better-connected employment areas, and there is a degree of reliance on car-based travel. Nevertheless, the types of uses accommodated align well with the local skills base, particularly for semi-skilled and service-oriented roles.

Traffic Light Score	Consideration	Reasoning
		Overall, workforce availability is considered adequate, reflecting a middling relationship with the urban area with some access constraints.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a substation within 1 -2 km of the site, which currently shows moderate (amber) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c1000 Mbps) suggesting high connectivity in the area, similarly, the Think Broadband[13] map indicates strong coverage for the area around 266 Mbps. There are no cables or towers covering the site.
5	**Environmental constraints**	The site is located within the Cotswolds NCA and within an SSSI Impact Risk Zone, however this feature is located over 2km from the site and therefore, won't have any significant constraints. There are no parcels of priority habitats within the site and the closest parcel of deciduous woodland priority habitat situated 110 metres northeast. Twerton Roundhill Local Nature Reserve is located 926 metres southwest of the site. The site is wholly located within Flood Zone 1 and is therefore at low risk of flooding from rivers and seas.
4	**Heritage Constraints**	The site is located within the City of Bath WHS and 605 metres northeast of Bath CA. There are no listed buildings within the site or within close proximity of the site. The Grade II listed 'Oldfield Park Junior School' (List Entry: 1406462) is located 104 metres southeast of the site. The character and setting of the WHS should be considered in the design of the proposed development.

[13] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
Summary	Lymore Gardens is located in the south-west of Bath, within the established urban area, and is accessed via Lymore Gardens connecting to the Lower Bristol Road corridor. The site comprises a small (0.36 ha) brownfield plot containing a mix of commercial units and some residential conversion. The site benefits from proximity to local road networks and surrounding residential areas, although connectivity is less strong than more central sites. The site performs a modest and locally focused employment function, supporting small-scale industrial, workshop, and service-based uses within a predominantly residential setting. Market demand is stable but limited, reflecting its constrained scale, fragmented layout, and relatively low profile, which restrict its appeal to higher-value occupiers. Environmental constraints are minimal, although the site lies within the Bath World Heritage Site, requiring sensitive design consideration. Heritage impacts are otherwise limited. **In light of the above, it is considered that the site is suitable for appropriately designed employment development.** The site is recommended for *protection* as a locally important source of small-scale employment accommodation. While there may be opportunities for modest improvement, retaining employment use should remain the priority to support local businesses and maintain a diverse portfolio of premises.	

Cross Manufacturing, Midford Road, Odd Down, Bath



Figure 1.9 - Map of Cross Manufacturing site – Image showing the extent of the site outlined in red.

Table 1.9 – Appraisal of Cross Manufacturing site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the city of Bath, on its southern edge, and it is accessible via the A367 through Midford Road. The site comprises an approximately 1.39 ha plot that is currently occupied by Cross Manufacturing (Engineering firm). Development on this site would be brownfield in nature, accordingly.
4	**Placemaking Potential**	This site comprises a somewhat visible plot along the B3110. Currently the site is occupied by an existing engineering use that it is assumed would be redeveloped and intensified. Given the scale of the site, it is considered that the site represents an opportunity for a larger scale development within the settlement boundary of Bath. This scale also allows for appropriate placemaking and landscaping features, enhancing placemaking credentials. Further, the site benefits from active travel infrastructure and informal car parking within the vicinity.
3	**Vehicular Access**	The site fronts the B3110, which provides an indirect connecting to the wider road network. While this offers a clear and functional access point for vehicles, the site does not directly adjoin an A-road. This results in an indirect relationship with the strategic network, which may constrain efficiency for longer-distance movements and higher levels of servicing.
3	**Active Travel and Public Transport Access / Local Amenities**	The site benefits from access to a reasonable range of local amenities and services within close proximity. The surrounding area comprises a mix of residential and commercial uses, including larger retail stores, as well as schools and community centres, which support day to day activity and pedestrian movement. Recreational facilities are also available nearby, including playing fields that contribute to the local environment and support walking. In terms of public transport, nearby bus stops serve routes 13 and D2, which provide connections towards Bath city centre. There is no railway station in close proximity, which limits access to rail services.

Traffic Light Score	Consideration	Reasoning
3	**Character of Area and Uses**	The site is characterised by a single, dominant industrial/manufacturing use set within a largely residential and semi-rural fringe context, resulting in a relatively isolated and self-contained employment environment. Unlike more traditional industrial estates, the area lacks a mix of uses or a coherent commercial cluster, with the Cross Manufacturing operation forming the primary activity on site. The surrounding character is shaped by lower-density housing, open land, and edge-of-settlement features, which limits opportunities for intensification or diversification and creates potential sensitivities around amenity and land use compatibility.
3	**Commercial Market**	The site is an established employment site on the southern edge of Bath at Odd Down, providing a focused industrial operation within a predominantly residential and semi-rural setting. The site benefits from its established use and identity as a specialist manufacturing location, which supports a degree of ongoing employment and economic activity; however, its location away from the primary commercial corridors, together with site-specific operational requirements and a relatively constrained setting, limits its broader market attractiveness and flexibility for alternative uses. It is considered that maintaining the sites existing industrial use should be prioritised or redevelopment also focus on industrial supply.
3	**Availability of Workforce and Urban Relationship**	Cross Manufacturing has a limited relationship with the wider urban area, reflecting its location on the southern edge of Bath and relative separation from the main employment corridors. While residential areas such as Odd Down are located nearby and provide access to a local workforce, connectivity is more constrained, with fewer direct transport links and a stronger reliance on private vehicles compared to more central sites. Public transport provision is present but less comprehensive, reducing accessibility for a broader labour pool.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2 km of the site,

Traffic Light Score	Consideration	Reasoning
		which currently shows high (green) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c1000 Mbps) suggesting high connectivity in the area, similarly, the Think Broadband recorded real-world speeds of around 121 Mbps suggesting moderate connectivity in the area, yet this is subject to site-specific confirmation. There are low voltage DNO cables along the south boundary of the site, however due to their location it is unlikely they will pose a significant constraint.
3	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA and within the Combe Down and Bathampton Down Mines SSSI Impact Risk Zone, however this feature is located over 485 m from the site and therefore, is unlikely to have any significant constraints. The Cotswolds AONB is situated 330 metres south of the site. Bath and Bradford on Avon Bats SAC is located 435 m northeast of the site. There are no parcels of priority habitats within the site, the closest parcel of deciduous woodland priority habitat is situated 30 metres northwest. The site is mostly located within Flood Zone 1 however, Flood Zones 2 and 3 are present to the southwest of the site which will need to be considered in the design of the proposed development.
4	**Heritage Constraints**	The site is located within the Bath WHS boundary and adjacent to the Bath CA boundary to the north, there are no listed buildings within the site. The Grade II listed ‘Chapel of St Martin’ (List Entry: 1395713) and ‘St Martin's Hospital’ (List Entry: 1395717) are located 51 metres and 93 metres southwest of the site, respectively. The character and setting of the CA should be considered in the design of the proposed development.
Summary	Cross Manufacturing is located on the southern edge of Bath, within the established urban area, and is accessed via Midford Road connecting to the A367. The site comprises a 1.4 ha brownfield plot in active industrial use. The site benefits from proximity to the A367 and nearby residential areas, although connectivity is more constrained than sites closer to the city centre.	

Traffic Light Score	Consideration	Reasoning
		The site performs a modest but established employment function, centred on a single manufacturing use within a predominantly residential and semi-rural context. While the site supports ongoing employment activity, its location away from primary commercial areas, coupled with its self-contained and operational nature, limits its broader market attractiveness and flexibility for alternative higher-value uses. Environmental constraints are moderate, including nearby ecological designations and some flood risk, while heritage sensitivities are notable, with the site located within the Bath World Heritage Site and adjacent to the Conservation Area. **In light of the above, it is considered that the site is suitable for appropriately designed employment development.** The site is recommended for *protection* as an established industrial employment location. Continued industrial use would safeguard an important source of employment and manufacturing activity within Bath whilst maintaining flexibility for future operational improvements.

Ferry Court, Ferry Lane, Bathwick, Bath



Figure 1.10 - Map of Ferry Court site – Image showing the extent of the site outlined in red.

Table 1.10 – Appraisal of Ferry Court site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the city of Bath, east of the city centre, and is accessible via Ferry Lane and Broadway. The site comprises an approximately 0.2 ha plot that features a number of existing commercial uses built into the arches of the rail bridge. Development on this site would be brownfield in nature, accordingly.
1	**Placemaking Potential**	The site comprises a series of railway arches with vehicular parking on their immediate forecourts and the principal access at the rear of residential properties. While the units may be attractive for small businesses and/or storage use, there is little opportunity to deliver improved placemaking through investment in the immediate public realm and there is no opportunity to secure uplift in employment floorspace.
2	**Vehicular Access**	The site is not directly connected to any A-road and is accessed via Spring Crescent, Ferry Lane and Broad Way, which provide indirect links to the A36 through a series of local roads. However, the railway bridge restricts access for HGVs, reducing the site's suitability for some occupiers.
4	**Active Travel and Public Transport Access / Local Amenities**	The site benefits from excellent accessibility by sustainable modes. It is located within immediate walking distance of Bath Spa railway station, providing strong regional and national rail connectivity, and is also served by nearby bus stops offering routes towards Bath city centre, the University of Bath and Oldfield Park. The site lies within close proximity to Bath city centre along River Avon, providing access to a wide range of amenities including retail, restaurants, leisure uses and services, which support walking and reduce the need for car travel.

Traffic Light Score	Consideration	Reasoning
3	**Character of Area and Uses**	Ferry Court is characterised by a small, coherent cluster of railway arch units, contributing to a relatively calm and professional working setting. The area has an industrial character, with the surrounding area inner city residential.
3	**Commercial Market**	Ferry Court occupies a small-scale employment site within the Bathwick area, benefiting from an attractive location close to Bath city centre and the River Avon corridor. The site accommodates a mix of small businesses and professional occupiers. Its strong locational qualities support steady demand; however, the limited scale, constrained site layout (under the railway), and relatively modest building stock restrict its ability to attract larger occupiers or achieve prime rental values. As such, while the site demonstrates consistent market activity and benefits from its setting, it remains within the secondary tier, offering niche appeal rather than competing directly with prime office locations.
4	**Availability of Workforce and Urban Relationship**	Ferry Court benefits from a strong relationship with the surrounding urban area, with immediate proximity to central Bath and established residential neighbourhoods providing access to a diverse and relatively skilled labour pool. The site is highly accessible by sustainable modes, including walking, cycling, and public transport, with Bath Spa railway station and key bus routes within easy reach, enhancing connectivity to the wider travel-to-work area.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. However, the River Avon forms a physical barrier between the site and these assets, which may require a solution prior to development therefore, feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile

Traffic Light Score	Consideration	Reasoning
		and broadband checker[14] indicates that the site benefits from ultrafast broadband coverage across the site (up to c2000 Mbps) indicating moderate connectivity, the Think Broadband[15] recorded real-world speeds of around 722 Mbps, suggesting strong connectivity in the area. There are medium and extra high voltage DNO distribution powerlines running through the centre of the site, these assets will require consideration in the design of the development as they may require an exclusion zone.
4	**Environmental constraints**	The site is located within the Cotswolds NCA. The site is also located within the SSSI Impact Risk Zone for the North Road Quarry, Bath SSSI, however this feature is located over 1.1 km from the site and therefore is unlikely to form a significant constraint. In addition, a Noise Important Area covers the site. The Cotswolds AONB is situated approximately 321 metres southeast of the site. Multiple parcels of priority habitat are located within 1 kilometre of the site, the closest of which is a parcel of Woodland Pasture BAP Parade Gardens deciduous woodland priority habitat situated 230 metres northwest of the site. The site has areas covered by Flood Zone, 1, 2 and 3 which will require consideration in the design of the proposed development. With mitigation and design considerations in place the environmental designations within and surrounding the site should not cause a significant constraint to development.
5	**Heritage Constraints**	The site is located within the City of Bath WHS and Bath CA. There are no listed buildings within the site however, the site is located within an area densely populated by heritage assets. The closest of which is the Grade II listed 'Nos. 11, 12 And 13 and Attached Steps and Railings' (List Entry: 1395211) and 'Nos. 8, 9 and 10 The Royal Oak Public House and Attached Steps and Railings' (List Entry: 1395203) which are located 63 metres east and

[14] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[15] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		74 metres southeast of the site, respectively. The self-contained nature of these units means that their continued employment use raises no heritage concerns.
Summary	Ferry Court is located to the east of Bath city centre, within the established urban area, and is accessed via Ferry Lane and Broadway. The site comprises a small (0.2 ha) brownfield plot arranged within railway arches. The site benefits from strong sustainable transport accessibility and close proximity to the city centre and Bath Spa railway station. The site performs a modest but well-located employment function, supporting small-scale commercial and professional uses. Its central location underpins steady demand; however, the constrained layout, limited scale, and physical restrictions associated with the railway arches significantly limit its potential for intensification or higher-value uses. Environmental constraints include flood risk and noise, while heritage sensitivities are notable, with the site located within the Bath World Heritage Site and Conservation Area and in proximity to listed buildings. **In light of the above, it is considered that the site is <u>suitable</u> for employment development.** The site is recommended for *protection*, reflecting the limited opportunity for additional floorspace but the continued value of the railway arches in providing affordable and flexible accommodation for small businesses and professional occupiers.	

Polamco, Western Lock, Lower Bristol Road, Bath



Figure 1.11 - Map of Polamco, Western Lock site – Image showing the extent of the site outlined in red.

Table 1.11 – Appraisal of Polamco, Western Lock site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the city of Bath, in its western extent, and is adjacent to the River Avon. Access to the site is provided via Lower Bristol Road. The site comprises an approximately 0.39 ha plot that currently features by a large single commercial unit occupied by 'Storage King'. Development on this site would be brownfield in nature, accordingly.
5	**Placemaking Potential**	This site comprises a highly visible plot, located directly adjacent to Lower Bristol Road and the River Avon. At current the site is occupied by a single, large commercial use that it is assumed would be redeveloped and intensified. This site provides opportunities to deliver a high-quality and sustainable development in a prominent location. The site benefits from the existing Fieldings Road Footbridge, connecting the site to Locksbrook Road. This offers an opportunity for additional permeability and legibility throughout the site. As such, it is considered that the site is well placed to become an exemplary development from a placemaking perspective.
4	**Vehicular Access**	The site directly borders the A36 to the south, which is a key strategic route through Bath connecting to the wider regional road network. Fieldings Road also provides access along the eastern boundary, supporting additional local movement and circulation. Direct frontage onto the A36 offers strong vehicular connectivity and allows for efficient access for a range of vehicle types, including servicing vehicles.
5	**Active Travel and Public Transport Access / Local Amenities**	The site benefits from excellent sustainable transport accessibility and proximity to a wide range of amenities. It is within immediate walking distance of Oldfield Park railway station, providing regular services to Bath, Bristol and surrounding destinations. The site is also well connected for active travel, with access to the Fieldings Road footbridge which links to the

Traffic Light Score	Consideration	Reasoning
		Bristol and Bath Railway Path, offering high quality pedestrian and cycle connectivity. Linear Park is located nearby, providing accessible green space and supporting recreational use. The surrounding area includes a mix of employment-related uses, including food and service businesses both within and adjacent to the site.
4	**Character of Area and Uses**	The site sits within a rapidly changing mixed-use environment as part of the Bath Western Riverside regeneration area, where former industrial land is being transformed into a predominantly residential-led neighbourhood with supporting commercial and community uses. The immediate character is therefore transitional, with remnants of industrial and storage activity, coexisting alongside newer residential development and public realm improvements. While the area benefits from an improving townscape and greater coherence over time, the current character is mixed and evolving, with a clear trajectory towards higher-value, mixed-use development rather than traditional industrial functions.
3	**Commercial Market**	The site occupies a strategically located site within the Lower Bristol Road corridor, forming part of the wider Bath Western Riverside regeneration area and in close proximity to Bath city centre. The site benefits from strong accessibility, visibility, and integration with a major mixed-use growth area, enhancing its attractiveness to a range of commercial occupiers. However, the existing configuration, scale, and legacy industrial character of the site, together with surrounding residential-led regeneration introduce development constraints. While the location offers clear advantages and future redevelopment potential, current market appeal is moderated by these characteristics and present distance from the centre, the site is more likely to attract mid-range commercial interest rather than commanding prime values in its existing form.
4	**Availability of Workforce and Urban Relationship**	Polamco benefits from a strong relationship with the surrounding urban area, with close proximity to Bath city centre and extensive residential development within the Western Riverside area, providing access to a broad and diverse labour pool. The site is highly accessible by sustainable modes, including walking, cycling, and public transport, with

Traffic Light Score	Consideration	Reasoning
		strong connections to Bath Spa railway station and key bus corridors along the Lower Bristol Road. This level of integration supports workforce accessibility across a wide range of employment types and reduces reliance on private vehicles.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows high (green) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[16] indicates that the site benefits from ultrafast broadband coverage across the site (between 80 to 330 Mbps across the site) indicating strong connectivity however, the Think Broadband[17] recorded real-world speeds of around 50 Mbps, suggesting moderate connectivity in the area. It should be noted that the broadband speed results recorded across the site area vary significantly and are inconsistent between the Ofcom and Think Broadband checker. There are no towers within the site or cables crossing the site however, medium voltage DNO distribution cables run along the site boundary to the south and east.
4	**Environmental constraints**	The site is located within the Cotswolds NCA. It is situated within the SSSI Impact Risk Zone for the Newton St. Loe SSSI, which is located 1.75 kilometres northwest of the site and is therefore, unlikely to cause a significant constraint to the site. An AQMA covers a small section along the southern boundary of the site. The Carrs Woodland Nature Reserve is located 650 metres to the west and the Cotswolds AONB is situated 1.2 km northwest. There are no parcels of priority habitat within or within close proximity of the site with the closest feature located 470 metres northeast. The majority of the site is located in Flood Zone 1 however, an area of Flood Zone 2 overlaps with the north of the

[16] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[17] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		site boundary, which will influence design layout. Due to the distance from environmental receptors the site is not considered to be highly constrained.
3	**Heritage Constraints**	The site is located within the City of Bath WHS and adjacent to Bath CA. There are no listed buildings within the site however, the surrounding area is densely populated with historic designations. The closest of which is the Grade II listed 'Former Cabinet Makers Factory' (List Entry: 1395150) 71 metres to the east alongside 'Avon House' (List Entry: 1395121) which is situated 76 metres west. Due to the proximity of the CA, the character and setting should be considered in the design of the proposed development.
Summary	Polamco is located in the western part of Bath, within the established urban area, and is accessed via the Lower Bristol Road adjacent to the River Avon. The site comprises a small (0.39 ha) brownfield plot currently in single commercial use. The site benefits from high visibility and strong connectivity to the wider transport network, as well as good active travel links, including connections via the nearby footbridge into the surrounding urban area. The site occupies a well-located position within the Bath Western Riverside regeneration area and performs a moderate but evolving employment function. Its strategic position, accessibility, and integration within a major mixed-use growth area support future potential; however, the current configuration and transition toward a residential-led environment limit its attractiveness for traditional industrial uses. Environmental constraints are moderate, including some flood risk and air quality considerations, while heritage sensitivities are notable, with the site located within the Bath World Heritage Site and adjacent to the Conservation Area. **In light of the above, it is considered that the site is <u>suitable</u> for appropriately designed employment development.** While the site occupies a prominent position within the Western Riverside regeneration area, it is recommended for *protection* given the extent of existing site coverage, with potential for infill limited to the front of the site immediately adjacent to Lower Bristol Road.	

Railway Arches, Wood Street, Lower Bristol Road, Bath



Figure 1.12 - Map of Railway Arches, Wood Street site – Image showing the extent of the site outlined in red.

Table 1.12 – Appraisal of Railway Arches, Wood Street site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the city of Bath, east of the city centre, and is accessible via Lower Bristol Road through Wood Street. The site comprises an approximately 0.19 ha plot that features a number of existing commercial uses built into the arches of the rail bridge. Development on this site would be brownfield in nature, accordingly.
1	**Placemaking Potential**	Given the nature of the site placemaking opportunities are limited as any redevelopment would require the retainment of the existing bridge spans. As such, whilst there are some opportunities available to improve the legibility of this site and make it more inviting, this couldn't fundamentally alter the existing arrangement and would likely only extend to improving the immediate locality. Further, the site also is inherently secluded so would not be able to enhance its credentials in that vein either. The site's position between the bridge and other existing built form is also considered to significantly negatively impact the visual amenity of the site. As such, it is considered that any redevelopment on this site is likely to remain unattractive with an undesirable, narrow layout.
3	**Vehicular Access**	The site does not directly front an A-road but is indirectly to the A36 via Oak Street and Wood Street, which are local roads in close proximity. The A367 is also located nearby to the south, presenting potential opportunities to improve connectivity if required.
5	**Active Travel and Public Transport Access / Local Amenities**	It is within immediate walking distance of Bath Spa railway station, which provides frequent regional and national rail services and supports access to a wide labour market. The site is also located close to Bath city centre, offering a comprehensive range of retail, leisure, food and service uses within a short walk. In addition, nearby bus services operate from the city centre and surrounding corridors, providing extensive public transport connectivity. The site is well served by active travel infrastructure indirectly, including the Riverside Footpath and Bath Quays riverside green spaces within immediate walking distance, which

Traffic Light Score	Consideration	Reasoning
		support high quality pedestrian movement and recreational use. The presence of a petrol station to the north adds to the mix of local services.
4	**Character of Area and Uses**	The Railway Arches are characterised by a distinctive and fine-grained employment environment formed by repurposed railway infrastructure, creating a unique cluster of small commercial units with an active and varied mix of uses. The area supports a blend of light industrial, creative, and service-based activities, often with an independent or artisan quality, contributing to a vibrant and locally distinctive character. This is set within a wider mixed-use corridor that includes residential, retail, and employment uses, resulting in a well-integrated urban context. While the arches provide an adaptable and characterful workspace offer, their physical constraints and dispersed layout limit opportunities for intensification, reinforcing their role as a niche and locally focused employment area rather than a strategic commercial destination.
3	**Commercial Market**	The Railway Arches at Wood Street occupy a distinctive and well-located employment site along the Lower Bristol Road corridor, benefiting from proximity to Bath city centre and integration within an active urban area. The arches provide a series of small, flexible units that accommodate a mix of light industrial, workshop, creative, and service-based uses, which are typically in steady demand from small businesses and independent operators. Their unique built form and relatively affordable rents support a niche segment of the market; however, constraints relating to scale, layout, servicing, and the inherent limitations of arch-based accommodation restrict their appeal to larger or higher-value occupiers. As such, while the site demonstrates potential occupancy, operating firmly within the secondary market, attracting modest rental values rather than competing with prime commercial space.
4	**Availability of Workforce and Urban Relationship**	The Railway Arches benefit from a strong relationship with the surrounding urban area, with nearby residential neighbourhoods and close proximity to Bath city centre providing access to a broad and diverse labour pool. The site is highly accessible by sustainable travel

Traffic Light Score	Consideration	Reasoning
		modes, including walking, cycling, and bus routes along the Lower Bristol Road corridor, reducing reliance on private vehicles and supporting accessibility for a range of employment types. This level of connectivity is particularly well suited to the smaller, flexible businesses typically located within the arches.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. However, the River Avon forms a physical barrier between the site and these assets, which may require a solution prior to development therefore, feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[18] indicates that the site benefits from ultrafast broadband coverage across the site (up to 220 Mbps) indicating high connectivity however, the Think Broadband[19] map does not show coverage for this area suggesting inconsistent connectivity which may rely on lower speeds. There are no powerlines or towers located within the site.
4	**Environmental constraints**	The site is located within the Cotswolds NCA. It is situated within the SSSI Impact Risk Zone for Combe Down and Bathampton Down Mines SSSI and North Road Quarry, Bath SSSI, which are located 1.8 kilometres south and 1.9 kilometres east of the site and are therefore, unlikely to cause a significant constraint to the site. Cotswolds AONB is situated 746 m northwest, and Kensington Meadows Local Nature Reserve is 1.7 km east. There are no parcels of priority habitat within or within close proximity of the site with the closest parcel of deciduous woodland priority habitat located 170 metres south. There are multiple parcels of priority habitats including deciduous woodland and woodland pasture

[18] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[19] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		BAP within 1 km of the site. The majority of the site is located in Flood Zone 1 however, an area of Flood Zone 3 overlaps with the north of the site boundary, which will influence design layout. Due to the distance from environmental receptors the site is not considered to be highly constrained.
3	**Heritage Constraints**	The site is located within the City of Bath WHS and adjacent to Bath CA. There are no listed buildings within the site however, the surrounding area is densely populated with historic designations, particularly concentrated to the south of the site. The closest of which is the Grade II listed '1, 1A and 2-5, Oak Street' List Entry: 1396206) located 8 metres south of the site alongside '12 and 14, Wells Road' (List Entry: 1395605) 12 metres south of the site. The Roman Baths and site of Roman town, Bath, Schedule Monument is situated 250 metres north of the site. Due to the proximity of the CA, the character and setting should be considered in the design of the proposed development.
Summary	The Railway Arches at Wood Street are located to the east of Bath city centre, within the established urban area, and are accessed via Wood Street from the Lower Bristol Road corridor. The site comprises a small (0.19 ha) brownfield plot formed of railway arches in active commercial use. The site benefits from strong sustainable transport connectivity and proximity to the city centre, supporting access to a wide labour market. The site performs a niche but well-established employment function, supporting a mix of light industrial, creative, and service-based uses within a distinctive and locally integrated setting. This aligns with growth in professional, technical, digital and creative sectors. Market demand is steady for small, flexible units; however, the constrained layout, limited scale, and physical restrictions associated with arch-based accommodation limit opportunities for intensification and restrict its appeal to higher-value occupiers. **In light of the above, it is considered that the site is <u>suitable</u> for employment development.** The site is recommended for *protection* given its established role in supporting independent businesses and specialist occupiers and the very limited scope for expansion beyond the existing railway arch accommodation**.**	

Stable Yard Industrial Estate, Windsor Bridge Road, Twerton, Bath



Figure 1.13 - Map of Stable Yard Estate, Windsor Bridge Road site – Image showing the extent of the site outlined in red.

Table 1.13 – Appraisal of Stable Yard, Windsor Bridge Road site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the city of Bath, in its western extent, and is adjacent to the River Avon. Access to the site is provided via Windsor Bridge Road. The site comprises an approximately 0.37 ha plot that currently features a number of commercial and industrial units. The site is located on the eastern fringe of the Production Quarter and, further south, a series of more intensive developments are underway on sites either side of Windsor Bridge Road. The disused Locksbrook Railway Bridge is located to the southwest.
5	**Placemaking Potential**	This site enjoys a prominent location being immediately adjacent to Windsor Bridge and having a direct riverside frontage. Currently, the site is occupied by a number of commercial uses, but the extent of surface-level parking coupled with the location provide an opportunity for infill and intensification or redevelopment. The site benefits from the existing active travel infrastructure in the form of the Bristol and bath railway Bath located nearby. As such, it is considered that the site is well placed to become an exemplary development from a placemaking perspective.
4	**Vehicular Access**	The site directly fronts the A36 to the east, providing a strong connection to a key strategic route through Bath. This frontage supports good vehicular accessibility and enables efficient movement to and from the wider road network, including links to the city centre and surrounding areas.
4	**Active Travel and Public Transport Access / Local Amenities**	It lies within immediate walking distance of Oldfield Park railway station, providing regular rail services to Bath, Bristol and beyond. Bus stops along the A36 to the south offer connections towards Bath city centre, Bath Spa University and surrounding areas, strengthening public transport access. The site is located within an area characterised by a scattered mix of residential, retail and commercial uses, supporting employment activity and access to day to day services. In terms of active travel, the site is located adjacent to

Traffic Light Score	Consideration	Reasoning
		the River Avon and benefits from proximity to the Bristol and Bath Railway Path and Riverside Footpath, which provide walking and cycling routes.
3	**Character of Area and Uses**	Stable Yard is characterised by a small, informal cluster of employment uses set within a mixed urban context, with light industrial, workshop, and service activities accommodated within the premises. The area has a modest and utilitarian character, lacking the coherence or identity of a planned industrial estate. Surrounding uses include a mix of residential and commercial activity, although with ongoing development the area is increasingly suited to intensification.
3	**Commercial Market**	Stable Yard occupies a small-scale employment site within the Lower Bristol Road corridor, benefiting from reasonable proximity to Bath city centre and surrounding residential areas. The site accommodates a mix of light industrial, workshop, and service-based uses, within older building stock, providing relatively affordable and flexible space suited to small businesses. While this supports ongoing occupier demand at a local level, the limited scale, constrained configuration, and modest quality of accommodation restrict its attractiveness to a wider commercial market or higher-value occupiers. As such, the site demonstrates steady day-to-day activity but remains within the secondary tier, with rental values and demand reflecting its functional and locally focused role rather than any prime market positioning.
3	**Availability of Workforce and Urban Relationship**	Stable Yard benefits from a reasonable relationship with the surrounding urban area, with established residential neighbourhoods in Twerton and nearby parts of Bath providing access to a local labour pool. The site is located close to the Lower Bristol Road corridor, offering access to bus routes and connections to the wider city, although integration into high-quality pedestrian and cycle networks is more limited. As a result, while workforce accessibility is generally adequate, there remains some reliance on road-based travel.

Traffic Light Score	Consideration	Reasoning
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate – high (green/amber) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[20] indicates that the site benefits from superfast broadband coverage across the site (up to 33 Mbps) indicating moderate connectivity however, the Think Broadband[21] map does not show coverage for this area suggesting inconsistent connectivity which may rely on lower speeds. There are no powerlines or towers located within the site.
4	**Environmental constraints**	The site is located within the Cotswolds NCA. It is situated within SSSI Impact Risk Zones, however as these features are over 2 km from the site it is unlikely they will form a significant constraint. The site is partly located within an AQMA to the east of the boundary. Carrs Woodlands Local Nature Reserve is located 1.1 km to the west and Cotswolds AONB is located 1.2 km to the north. There are no parcels of priority habitat within or within close proximity of the site with the closest parcel of deciduous woodland priority habitat located 260 metres northwest. There are multiple parcels of priority habitats including deciduous woodland and woodland pasture BAP within 1 km of the site. The majority of the site is located in Flood Zone 2 however, an area of Flood Zone 3 overlaps with the northwest of the site boundary, which will influence design layout. Due to the distance from environmental receptors the site is not considered to be highly constrained.
3	**Heritage Constraints**	The site is located within the City of Bath WHS and adjacent to Bath CA. There are no listed buildings within the site however, the surrounding area is densely populated with historic

[20] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[21] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		designations. The closest of which is the Grade II listed 'The Hop Pole Public House' (List Entry: 1394102) located 427 metres east of the site. Due to the proximity of the CA, the character and setting should be considered in the design of the proposed development.
Summary	Stable Yard is located in the western part of Bath, within the established urban area adjacent to the River Avon, and is accessed via Windsor Bridge Road. The site comprises a small (0.37 ha) brownfield employment area in active use. It benefits from a visible location along a key corridor and proximity to active travel infrastructure, although overall connectivity is more modest than more central sites. The site performs a modest and locally focused employment function, supporting a mix of light industrial, workshop, and service-based uses within a utilitarian and somewhat fragmented environment. Market demand is stable but limited to local occupiers, reflecting the site's constrained scale, older building stock, and secondary quality, which restrict its appeal to higher value uses. Environmental constraints are moderate, including areas of flood risk and air quality considerations, while heritage sensitivities are notable, with the site located within the Bath World Heritage Site and adjacent to the Conservation Area. The site contributes to the diversity of employment accommodation available in Bath. This is consistent with the expectation of growth from smaller knowledge-based and creative businesses that is set out in the council's wider employment evidence base. **In light of the above, it is considered that the site is <u>suitable</u> for appropriately designed employment development.** The site is recommended for *redevelopment*, reflecting its prominent location, redevelopment potential, and opportunity to deliver a more intensive employment-led scheme. Future proposals should seek to improve the quality of accommodation whilst supporting a wider range of higher-value employment uses.	

Victoria Park Business Centre, Lower Weston, Bath

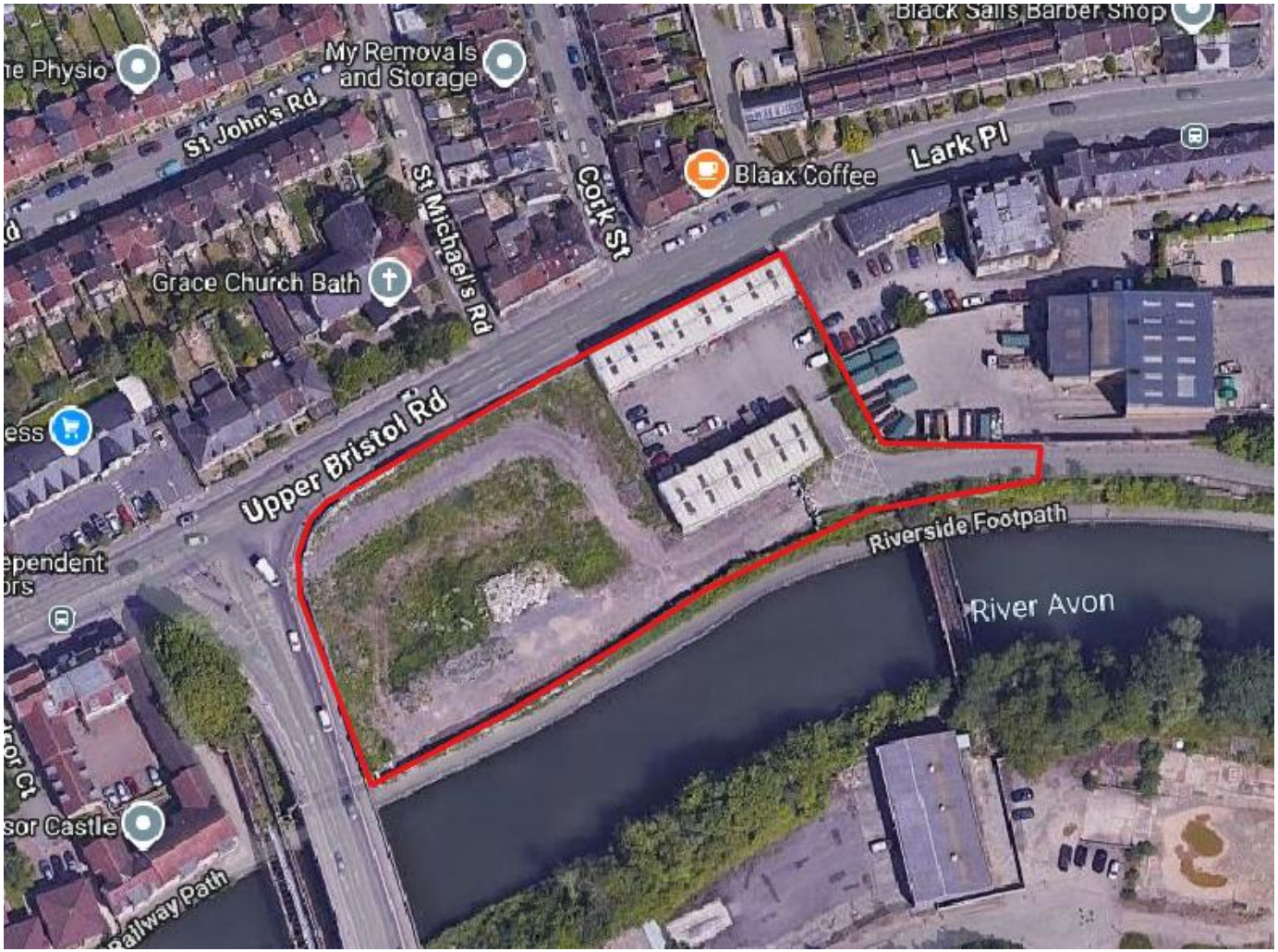


Figure 1.14 - Map of Victoria Park Business Centre site – Image showing the extent of the site outlined in red.

Table 1.14 – Appraisal of Victoria Park Business Centre site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		This brownfield site is located within the city of bath, in its western extent, and is adjacent to the River Avon. Access to the site is provided via Upper Bristol Road. The site comprises an approximately 0.7 ha plot that currently features derelict, unused land to the west, and a number of commercial units to the east. The site is located immediately adjacent to the Production Quarter and a series of other development souths to the south. A planning application is currently pending on the site for the development of up to 272 co-living studios (25/04961/FUL).
5	**Placemaking Potential**	This site comprises a highly visible plot, located on the junction between Windsor Bridge Road and Upper Bristol Road, and adjacent to the River Avon. At current the site is occupied by a number of commercial uses in the east that it is assumed would be redeveloped and intensified – alongside the unused land in the west. This site provides opportunities to deliver a high-quality and sustainable development in a highly visible location. The site benefits from existing active travel infrastructure in the form of the Bristol and bath railway Bath located adjacent to the site. As such, it is considered that the site is well placed to become an exemplary development from a placemaking perspective.
4	**Vehicular Access**	The site is bordered by Upper Bristol Road to the north and Windsor Bridge Road to the west, which provides a direct connection to the A36 Lower Bristol Road. This results in a strong level of vehicular accessibility with relatively direct access to a key strategic route through Bath.
4	**Active Travel and Public Transport Access / Local Amenities**	The site is within immediate walking distance of Oldfield Park railway station, providing strong regional connectivity, and bus stops along Upper Bristol Road to the north serve over six routes connecting to Bath, Odd Down and Bristol. The site is particularly strong in terms of active travel, with the Riverside Footpath directly bordering the site to the south, and Victoria Park located immediately to the northeast, which contains a network of Public

Traffic Light Score	Consideration	Reasoning
		Rights of Way connecting into Bath city centre. The surrounding area includes a mix of residential and commercial uses, with scattered employment-related amenities such as supermarkets, cafes and services supporting day to day needs.
3	**Character of Area and Uses**	Victoria Park Business Centre is characterised by a compact and coherent cluster of small-scale employment units set within a predominantly residential urban context. The site has a relatively low intensity industrial character, similar to other sites along the Avon. However, the buildings are of lower quality and are dated compared to new developments in the area.
3	**Commercial Market**	Victoria Park Business Centre occupies a small but well-located employment site within the Lower Weston area, benefiting from close proximity to Bath city centre and surrounding residential neighbourhoods. The site provides has some employment land and some derelict land. While its accessibility and setting support a degree of steady occupier demand, the limited scale of the site, constrained layout, and generally modest quality of accommodation restrict its ability to attract larger occupiers or achieve prime rental values.
4	**Availability of Workforce and Urban Relationship**	Victoria Park Business Centre benefits from a good relationship with the surrounding urban area, with nearby residential neighbourhoods in Lower Weston and central Bath providing access to a reasonably broad labour pool. The site is well connected by local road networks, public transport routes, and active travel links, supporting accessibility for a range of employment types and reducing reliance on private vehicles. Its proximity to the city centre further enhances access to the wider Bath labour market, although connectivity to the broader sub-regional workforce is more typical of urban edge locations rather than exceptional.
3	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate - high (amber/green) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the

Traffic Light Score	Consideration	Reasoning
		Distribution Network Operator. The Ofcom mobile and broadband checker[22] indicates that the site benefits from standard broadband coverage across the site (up to 1 Mbps) indicating poor connectivity however, the Think Broadband[23] map recorded inconsistent speeds in the wider area ranging from 16 – 840 Mbps nearby the site, suggesting inconsistent or lower speed connectivity in the area. There are no powerlines or towers located within the site.
4	**Environmental constraints**	The site is located within the Cotswolds NCA. It is situated within SSSI Impact Risk Zones, however as these features are over 2 km from the site it is unlikely they will form a significant constraint. Half of the site is located within Bath AQMA and a NIA. Carrs Woodlands Local Nature Reserve is located 1.2 km to the west and Cotswolds AONB is located 1km to the north. There are no parcels of priority habitat within the site, a parcel of Woodland Pasture BAP in Royal Victoria Park is located 146 metres to the north east. In addition, multiple parcels of deciduous woodland priority habitat are located within 1 km of the site. The majority of the site is located in Flood Zone 2 however, small areas have been determined as Flood Zone 3, which will influence design layout.
3	**Heritage Constraints**	The site is located within the City of Bath WHS and adjacent to Bath CA. There are no listed buildings within the site however, the surrounding area is densely populated with historic designations. The closest of which is the Grade II listed 'Cast Iron Milepost Sign' (List Entry: 1395459) located 13 metres north of the site. Due to the location within the CA and WHS, the character and setting should be considered in the design of the proposed development.
Summary	Victoria Park Business Centre is located in the western part of Bath, within the established urban area adjacent to the River Avon, and is accessed via Upper Bristol Road at its junction with Windsor Bridge Road. The site comprises a	

[22] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[23] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		0.7 ha brownfield plot, including a mix of existing commercial units and areas of derelict land, in a highly visible and well-connected location with good access to active travel routes and nearby residential areas. The site performs a modest but well-located employment function, supporting small-scale commercial uses within a changing urban context. Its proximity to the city centre and strong accessibility underpin steady occupier demand; however, the constrained layout, presence of underutilised land, and relatively low-quality existing stock limit its ability to attract higher-value occupiers in its current form. Environmental constraints are moderate, including flood risk and air quality considerations, while heritage sensitivities are notable, with the site located within the Bath World Heritage Site and adjacent to the Conservation Area. As suggested in the FENA 2025 report, the site is suitable for industrial or mixed uses. The FENA 2025 update reinforces the increase in the overall requirement for industrial sites therefore making this site suitable for retention. **In light of the above, it is considered that the site is <u>suitable</u> for appropriately designed employment development.** The site is recommended for *redevelopment*, reflecting the presence of underutilised land and the opportunity to provide higher-quality, more efficient employment floorspace in a highly visible and well-connected location.

Workman’s Yard, Claude Avenue, Twerton, Bath



Figure 1.15 - Map of Workman’s Yard, Claude Avenue site – Image showing the extent of the site outlined in red.

Table 1.15 – Appraisal of Workman's Yard, Claude Avenue site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		This backland site is located within the city of Bath, in its southwestern extent, and is adjacent to the Two Tunnels Greenway. Access to the site is provided via Claude Ave. The site comprises an approximately 0.32 ha plot that currently features a number of commercial units. Development on this site would be brownfield in nature.
3	**Placemaking Potential**	This site comprises a secluded plot, located behind residential homes / gardens on Claude Avenue. At current, the site comprises of a number of industrial units that are functional but are not considered to reflect high-quality or sustainable design. The site provides some opportunity to deliver enhanced placemaking through the provision of higher quality buildings, but the placemaking potential is limited by the lack of frontage and direct visibility. Notwithstanding this, the site benefits from excellent active travel infrastructure within the vicinity – located directly south of the Two Tunnels Greenway. As such, whilst the site has limited presence or prominence as an employment location, there is an opportunity to reconfigure or redevelop to deliver a higher quality employment offer that makes more efficient use of the land and mediates between the residential context to the west and the variety of employment, storage and light industrial uses along Monksdale Road.
2	**Vehicular Access**	Vehicular access to the site is significantly constrained. Access is currently achieved via Claude Avenue, a narrow local road with limited capacity, with indications that access may be via a constrained or substandard arrangement. This is not well suited to accommodating frequent commercial traffic or HGV movements. While the site is currently in use as a car dealership, demonstrating that some level of access is achievable, the nature of the surrounding residential street network and restricted access arrangements would limit the site's suitability for more intensive employment uses.
4	**Active Travel and Public Transport**	The site benefits from excellent accessibility by sustainable modes. It is within immediate walking distance of Oldfield Park railway station, providing regular rail services to Bath,

Traffic Light Score	Consideration	Reasoning
	Access / Local Amenities	Bristol and surrounding areas. Bus stops along Claude Avenue serve routes 1 and 20, offering direct connections to Bath city centre. The surrounding area is predominantly residential but benefits from nearby amenities, including Brickfields Park which provides recreational space, and a range of local retail and food uses within walking distance. There is also a pedestrian and cycle route located adjacent to the site which provides connectivity towards Brickfields Park and the wider area. However, it is not clearly evident that there is a direct and convenient connection between the site and this route.
3	**Character of Area and Uses**	Workman's Yard is characterised by a small, informal and somewhat fragmented cluster of employment uses embedded within a predominantly residential setting, comprising utilitarian buildings. The site lacks the structure or identity of a planned industrial estate, functioning instead as a discreet and locally serving workspace with a low-intensity character. Surrounding land uses are primarily residential, which shapes the scale and nature of activity and limits opportunities for significant expansion or intensification.
2	**Commercial Market**	Workman's Yard comprises a small-scale and locally focused employment site within a predominantly residential context, benefiting from proximity to the Lower Bristol Road corridor and reasonable access to Bath city centre. The site accommodates a mix of light industrial, workshop, and service-based uses, typically within modest and functional premises that support small businesses and local economic activity. While this provides a degree of ongoing occupier demand, the site's limited scale, constrained layout, and relatively low profile reduce its attractiveness beyond local operators, with little potential to attract higher-value commercial uses or achieve strong rental growth.
3	**Availability of Workforce and Urban Relationship**	Workman's Yard benefits from a reasonable relationship with the surrounding urban area, with nearby residential neighbourhoods in Twerton and Whiteway providing access to a local labour pool. The site is located within reach of the Lower Bristol Road corridor, offering access to bus routes and connections to the wider city, although integration with higher-

Traffic Light Score	Consideration	Reasoning
		quality pedestrian and cycle infrastructure is more limited. As a result, while accessibility is generally adequate, there remains some reliance on road-based travel.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a substation within 1 -2 km of the site, which currently shows moderate (amber) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker indicates that the site benefits from superfast broadband coverage (up to c20 Mbps) suggesting moderate connectivity in the area, similarly, the Think Broadband[24] map indicates moderate coverage for the area around 107 Mbps. There are no cables or towers covering the site.
4	**Environmental constraints**	The site is located within the Cotswolds NCA. It is situated within the Combe Down and Bathampton Down Mines SSSI Impact Risk Zone, however as this feature is located over 1.9km km from the site it is unlikely it will form a significant constraint. Twerton Roundhill LNR is located 1.1 km southwest and Cotswolds AONB is 1.3 km southeast. A parcel of deciduous woodland priority habitat overlaps with the northern boundary of the site which will require consideration in the layout of the proposed development, additional parcels are located within 1km. The site is located within Flood Zone 1 and is therefore at low risk of flooding from rivers and seas.
3	**Heritage Constraints**	The site is located within the City of Bath WHS. There are no listed buildings within the site however, the surrounding area is densely populated with historic designations. The closest of which is the Grade II listed 'Church of the Ascension (List Entry: 1406075) located 51

[24] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		metres south of the site. Due to the location within the WHS, the character and setting should be considered in the design of the proposed development.
Summary	Workman's Yard is located in the south-west of Bath, within the established urban area, and is accessed via Claude Avenue. The site comprises a small (0.32 ha) brownfield employment area situated behind residential properties and adjacent to the Two Tunnels Greenway. While the site benefits from excellent nearby active travel infrastructure, its visibility and access are constrained by its secluded position within a residential setting. The site performs a modest and locally focused employment function, supporting light industrial, workshop, and service-based uses within a fragmented and low-intensity environment. Market demand is limited to local occupiers, reflecting the site's constrained layout, poor prominence, and juxtaposed context between residential and light industrial neighbours. Constraints are moderate, including nearby priority habitats, while heritage sensitivities are notable given its location within the Bath World Heritage Site. **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development, subject to appropriate design and mitigation.** The site is recommended for *infill and uplift*, with opportunities to improve the quality, efficiency, and sustainability of the existing employment accommodation whilst retaining its role as a locally serving employment site.	

Existing Allocations

Green Park Station West SB7A

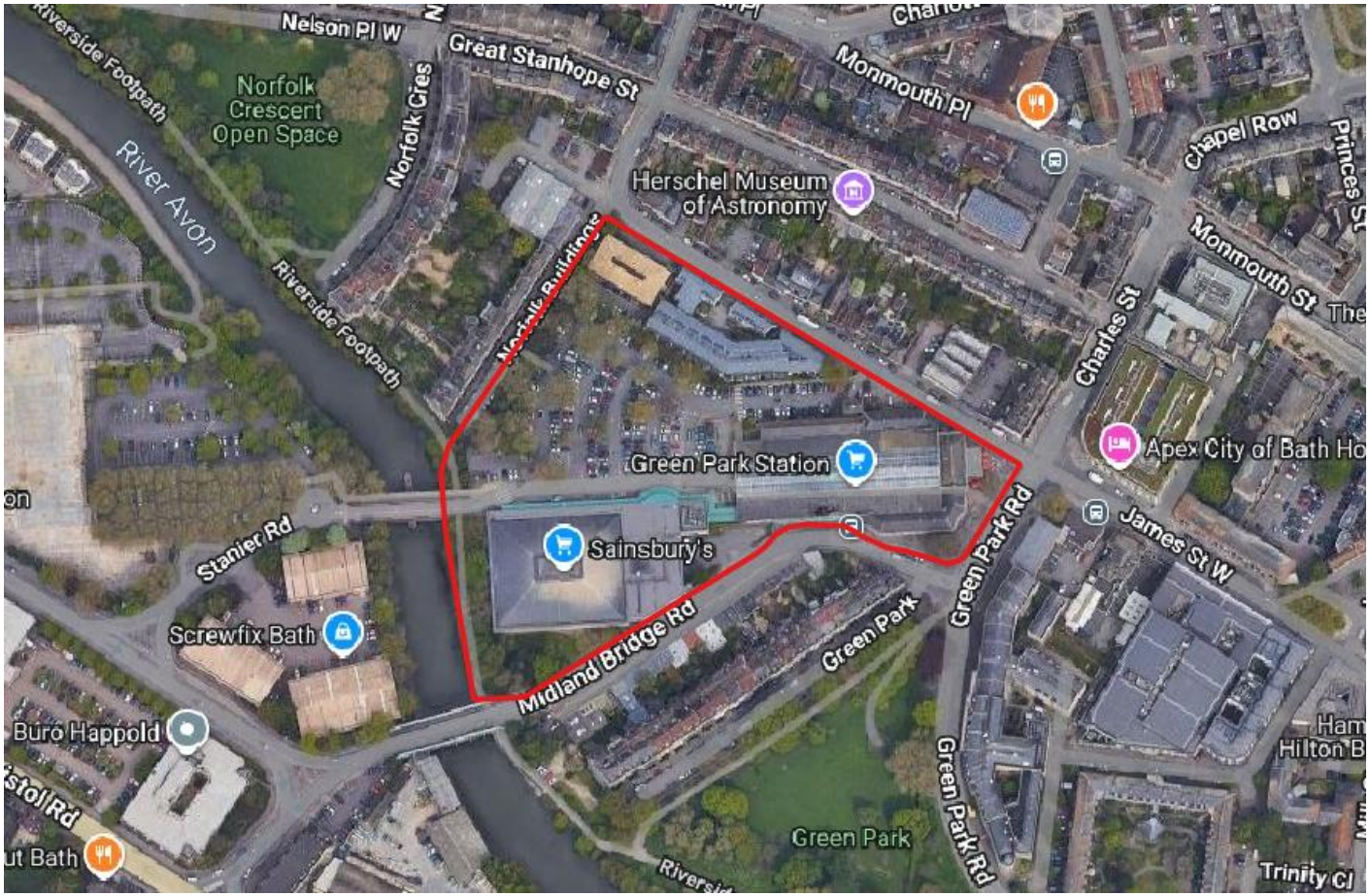


Figure 1.16 - Map of Green Park Station West site – Image showing the extent of the site outlined in red.

Table 1.16 – Appraisal of Green Park Station West site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located west of Bath city centre and is surrounded by James Street West, Norfolk Buildings, and Midland Bridge Street. The site occupies an approximately 2.69 ha plot that primarily comprises the former Green Park Station (since converted into commercial units), a Sainsbury's supermarket, associated parking, and student accommodation. The site is therefore brownfield in nature. The site is currently allocated within the existing Placemaking Plan (site SB7A) for mixed use redevelopment including offices and allocated as part of the emerging Local Plan.
5	**Placemaking Potential**	Combined with Sydenham Park and Pinesgate, this site provides opportunities to deliver a thriving mixed-use development with integrated green infrastructure, appropriate community resources, and key infrastructure and transport links. It would function as an appropriate extension of Bath city centre, sitting on key active transport links, and acting as an exemplary development, benefitting its sensitive location.
4	**Vehicular Access**	Midland Bridge Road bounds the site and provides direct east–west vehicular access. To the west, connectivity is provided via Pines Way to Lower Bristol Road (A4), a strategic route serving Bath city centre and the wider area, while the eastern section of Midland Bridge Road connects to Green Park Road. Additional access is available from surrounding minor roads, including Stainer Road. The site's proximity to the A4, with multiple points of access via minor roads and central urban location indicate that vehicular connectivity is established and capable of supporting a range of employment-related uses.
4	**Active Travel and Public Transport Access / Local Amenities**	A bus stop located within the site providing access to routes 1, 5 and 5A. Additional bus services operate in close proximity, including routes 58, U1N and U3 along Pines Way to the west. To the north, bus stops along James Street West accommodate a wider range of services, including routes 3, 4, 19, 39, 716, the A4 Airport Flyer and the X39, providing frequent and direct connections to Bath city centre, surrounding settlements and regional

Traffic Light Score	Consideration	Reasoning
		destinations. In terms of active travel, a public right of way runs alongside the River Avon to the south-west of the site, forming part of the wider pedestrian network. While the FENA 2025 identifies barriers including restricted HGV access and access to the major road network, it acknowledges the proximity of the site to a range of employment related services.
5	**Character of Area and Uses**	The site is situated within an established mixed-use area of Bath city centre and is currently occupied by retail and commercial premises. Residential uses are located to the north and south, with the Pines Way industrial estate to the west across the River Avon and further commercial and retail use to the east. The surrounding context demonstrates an existing concentration of employment-generating uses along the Lower Bristol Road and Pines Way corridor, indicating that the site forms part of a broader employment area and presents opportunities to consolidate and reinforce existing commercial and employment activity.
5	**Commercial Market**	Green Park Station West occupies a highly prominent and attractive location immediately adjoining Bath city centre. The site is a well-established commercial location, having been identified as such in the FENA 2025 and both the B&NES Core Strategy and Placemaking Plan. The site benefits from strong market appeal due to its central position, excellent accessibility, and proximity to Bath Spa railway station, Green Park, and the wider city centre office, retail, and leisure core. As established in the FENA Update 2025 the vast majority of office requirement remains concentrated on Bath City, in keeping with the commercial market sentiment, further increasing the need to retain and upgrade premises where possible.
5	**Availability of Workforce and Urban Relationship**	The site has an excellent relationship with the surrounding urban area and benefits from immediate proximity to a substantial and diverse workforce. Green Park Station West is embedded within the western edge of Bath city centre, with extensive residential

Traffic Light Score	Consideration	Reasoning
		neighbourhoods located within walking and cycling distance, including Widcombe, Oldfield Park, and central Bath.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. The OFCOM mobile and broadband checker indicates that the site benefits from superfast broadband coverage (up to c73 Mbps), however, the Think Broadband recorded real-world speeds are more variable suggesting connectivity in the area may be moderate and inconsistent. No powerlines are present that might constrain future redevelopment potential.
4	**Environmental constraints**	The site sits within the Cotswolds National Character Area (NCA) and partially within an Air Quality Management Area (AQMA) which covers the edge of the site along James Street West to the northwest and will need to be considered in the proposed development. The site is located within the SSSI Impact Risk Zone for multiple SSSIs which are all located more than 2 kilometres from the site and therefore do not form a fundamental constraint. The site is mainly covered by Flood Zone 2 with a small area to the west in Flood Zone 3. Multiple parcels of deciduous woodland priority habitat and woodland pasture BAP lie within 1 kilometre of the site, with the closest parcel 240 metres north. No other environmental designations lie within 1 kilometre of the site. Environmental constraints offer limited impediment to the operation or potential future development of the site.
2	**Heritage constraints**	The site is located within the Bath World Heritage Site (WHS) and Bath Conservation Area. The Grade II listed 'Green Park Railway Station' (List Entry: 1396267) is located within the southeast of the site boundary. The site is located within a historic area densely populated by Grade II listed heritage assets, particularly concentrated to the north and north-east of the Site. Green Park Station forms a key landmark in the Bath City Centre Conservation area, as listed in the Draft City Centre Character Appraisal Bath Conservation Area

Traffic Light Score	Consideration	Reasoning
		(November 2015)[25]. As this site is an existing allocation it has been detailed in the existing Bath and Northeast Somerset Local Plan 2 Volume: Core Strategy & Placemaking Plan (adopted July 2017)[26] under Policy SB7 which highlights important views to and from the site in the context of the WHS and CA. Accordingly any proposed development would need to respond appropriately to this part of the CA, the architectural presence of Green Park Station and neighbouring listed buildings, and be designed sensitively in the context of the WHS.
Summary	Green Park Station West is a highly sustainable brownfield site immediately adjoining Bath city centre, located within a well-established mixed-use and employment area. The site benefits from excellent vehicular, public transport, and active travel connectivity, with direct access to strategic routes, frequent bus services, and high-quality pedestrian and cycle links. Its location within an existing concentration of commercial, retail, and employment uses along the Lower Bristol Road and Pines Way corridor reinforces its role as part of Bath's wider city-centre employment area. The site demonstrates strong placemaking potential and offers opportunities to deliver a high-quality mixed-use development that integrates employment uses with supporting amenities, green infrastructure, and sustainable transport provision. This conclusion consolidates the findings of the FENA 2025 report which identifies the opportunity to progress with regeneration proposals focusing on mixed use and the demand in the area for residential, offices retail and leisure-based uses. It is well related to surrounding residential neighbourhoods and benefits from immediate access to a large and diverse workforce within walking and cycling distance, supporting sustainable commuting patterns and long-term economic resilience. The site is subject to heritage and environmental constraints arising from its location within the Bath World Heritage Site and Conservation Area, and in particular the presence of the Grade II listed Green Park Railway Station. However, these constraints are well established and supported by an existing	

[25] https://www.bathnes.gov.uk/sites/default/files/2020-01/city_centre_web.pdf
[26] https://www.bathnes.gov.uk/sites/default/files/2020-02/cs_pmp_vol_2_bath.pdf

Traffic Light Score	Consideration	Reasoning
		policy framework that promotes sensitive, high-quality design. The site is well-used at present and offers little opportunity for infill or intensification without the relocation of existing tenants. **In light of the above, it is considered that the site is <u>suitable</u> for carefully designed employment development that mitigates World Heritage Site constraints.** The site is recommended for *infill or uplift* as part of a comprehensive mixed-use regeneration scheme, supporting modern office, creative, and knowledge-based employment floorspace in a highly sustainable city-centre location.

Sydenham Park SB7B (including Pinesway Industrial Estate and Pinesgate)



Figure 1.17 - Map of Sydenham Park site – Image showing the extent of the site[s] outlined in red.

Table 1.17 – Appraisal of Sydenham Park site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located west of Bath city centre and is accessible via Lower Bristol Road. The site comprises 3 parcels of land accumulating to an approximately 1.22 ha plot that currently comprises of a number of commercial uses and their associated car parking. The site is therefore brownfield in nature. The site is currently allocated within the Placemaking Plan (site SB7) for mixed use redevelopment including offices and allocated as part of the emerging Local Plan. The wider allocation, including the land formerly occupied by Homebase, sets out that residential development will make up a significant proportion of floorspace (over 500 units), that will be complemented with E class employment floorspace of around 14,000sqm GIA, retailing (of around 7,000sqm net sales floorspace, subject to it not competing with the retail offer of other centres as defined in CP12), a hotel (of around 150 beds) and complementary food and drink establishments".
5	**Placemaking Potential**	Combined with Green Park Station West, and Pinesgate, this site provides opportunities to deliver a thriving mixed-use development with integrated green infrastructure, appropriate community resources, and key infrastructure and transport links. It would function as an appropriate extension of Bath city centre, sitting on key active transport links, and acting as an exemplary development, benefitting its sensitive location.
4	**Vehicular Access**	The site directly adjoins Pines Way and Lower Bristol Road, both A-roads providing strategic vehicular connections into Bath city centre and the wider road network. Connectivity is further strengthened by links to Green Park Road via Midland Bridge Road, enabling access to an additional A-road corridor. While this results in strong vehicular accessibility suitable for employment uses, the prominence of surrounding strategic routes may also introduce challenges associated with traffic volumes, servicing movements and vehicular dominance, which would require careful management to ensure compatibility with surrounding uses.
4	**Active Travel and Public Transport**	A bus stop immediately adjacent to the site on Pines Way is served by routes 1, 5, 5A, 58, U1N and U3. Additional services operate from nearby stops on Lower Bristol Road (A36),

Traffic Light Score	Consideration	Reasoning
	Access / Local Amenities	including routes 1, 5, 5A, 20, 58 and U3, providing frequent connections to Bath city centre and surrounding areas. This level of provision supports access to labour markets and customer catchments relevant to employment uses. In terms of active travel, a public right of way forming part of the Riverside Footpath crosses the River Avon to the north-east of the site, offering off-road pedestrian and cycling connectivity. However, access to this route may be indirect from parts of the site and requires crossing major road infrastructure, which may limit its convenience for regular commuter use.
4	**Character of Area and Uses**	The site comprises a range of existing commercial and employment-related uses, including an industrial estate, a petrol filling station and office accommodation, and is located within a mixed and transitional area. Commercial office uses are located to the east, with car parking and underutilised land parcels to the north, while a cemetery, school and hotel are located to the south. However, land to the west of the site is predominantly residential in character.
5	**Commercial Market**	Sydenham Park forms an integral part of the wider Green Park regeneration area and benefits from its location within an established and highly accessible commercial cluster on the western edge of Bath city centre. The site contributes to a critical mass of employment floorspace capable of supporting a diverse range of occupiers, from office-based and creative industries to flexible workspace and supporting commercial uses. This is supported by the FENA 2025 report which assess the site as having a well-regarded, good market appeal and which highlights that the vast majority of office requirement remains concentrated on Bath City, in keeping with the commercial market sentiment, further increasing the need to retain and upgrade premises where possible
5	**Availability of Workforce and Urban Relationship**	The site lies within immediate walking and cycling distance of extensive residential areas and benefits from direct access to established pedestrian, cycle, and public transport

Traffic Light Score	Consideration	Reasoning
		corridors linking to Bath city centre, Bath Spa railway station, and surrounding neighbourhoods.
4	**Power and Internet connections**	A review of National Grid Electricity Distribution's Network Opportunity Map[27] indicates that the site is likely to be served by a nearby primary substation within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. However, the River Avon forms a physical barrier between the site and these assets, which may require a solution prior to development therefore, feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[28] indicates that the site benefits from standard broadband coverage (up to c19 Mbps) similarly, the Think Broadband[29] map which records real-world speeds are consistent suggesting average connectivity in the area. No powerlines constrain the site.
4	**Environmental constraints**	An AQMA and Noise Important Area (NIA) partially covers the southwest boundary of the site along Lower Bristol Road. The site is located within the SSSI Impact Risk Zone for multiple SSSI's which are all located more than 2 kilometres from the site and therefore do not form a fundamental constraint. Both Pinesgate and Pinesway Industrial Estate are predominantly covered by Flood Zone 2 which small areas along the boundary covered by Flood Zone 2, the majority of Sydenham Park is covered by Flood Zone 3 which will need to be considered in the design of the proposal. Multiple parcels of deciduous woodland priority habitat and woodland pasture BAP lie within 1 kilometre of the site with the closest parcel 440 metres north. No other environmental designations within 1 kilometre of the site, therefore the site has been considered to have limited constraints.

[27] https://commercial.nationalgrid.co.uk/network-opportunity-map-application/
[28] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BA29ES&uprn=200001870636
[29] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
3	**Heritage Constraints**	All three parcels of land are situated within the Bath World Heritage Site (WHS). The site is not located within a Conservation Area; however, Bath City Centre Conservation Area is located directly adjacent to the north Pinesway Industrial Estate. There are no listed buildings within the Site, however, a modest number of Grade II listed buildings are located within the vicinity, the closest of which include: '1-6, Victoria buildings, Lower Bristol Road' (List Entry: 1395093) to the west of the Site alongside 'Boundary Wall to St James's Cemetery Including Milestone' (List Entry: 1395107) and 'Boundary Wall to St James's Cemetery Including Milestone' (List Entry: 1395104) to the south. As this site is an existing allocation it has been detailed in the existing Bath and Northeast Somerset Local Plan 2 Volume: Core Strategy & Placemaking Plan (adopted July 2017)[30] under Policy SB7 that the view corridor to Green Park Station should be preserved and development should not detract from important views over the Site. Accordingly, any proposed development should take into account the setting of the WHS and surrounding designated heritage assets.
Summary	Sydenham Park is a well-located brownfield site on the western edge of Bath city centre, situated within an established commercial and employment area along the Lower Bristol Road corridor. The site benefits from good vehicular access, frequent public transport services, and strong active travel connections, including pedestrian and cycle routes linking to Bath city centre and surrounding neighbourhoods. Its proximity to other major employment sites reinforces its role within a wider employment area, while its location outside the historic retail core allows for flexible employment-led development. The site offers strong placemaking potential, with opportunities to deliver a high-quality employment-focused scheme that supports a mix of office-based and commercial uses alongside improved connectivity, public realm, and green infrastructure. Sydenham Park is well related to surrounding residential areas, including western Bath and city-centre neighbourhoods, providing immediate access to a diverse workforce within walking and cycling distance. This close functional relationship supports sustainable commuting patterns and strengthens the site's contribution to Bath's economic offer. This conclusion consolidates the findings of the FENA 2025 report which identifies the opportunity	

[30] https://www.bathnes.gov.uk/sites/default/files/2020-02/cs_pmp_vol_2_bath.pdf

Traffic Light Score	Consideration	Reasoning
		to progress with regeneration proposals focusing on mixed use and the demand in the area for residential, offices retail and leisure-based uses. It should be considered that for offices it is seen as a fringe location and therefore has less demand however provides valuable space for the provision of employment land as demand grows and presents an opportunity to focus on long-term mixed-use development. The site is subject to heritage and environmental considerations arising from its proximity to the Bath WHS and Conservation Area; however, it is not constrained by designated heritage assets within the site itself. **In light of the above, it is considered that the site is <u>suitable</u> for carefully designed employment development.** The site is recommended for *infill and uplift*, reflecting its strategic city-centre fringe location and its role within a wider regeneration area. Comprehensive redevelopment would provide an opportunity to deliver modern employment floorspace and support Bath's future economic growth.

Cattlemarket Site SB1



Figure 1.18 - Map of Cattlemarket site – Image showing the extent of the site outlined in red.

Table 1.18 – Appraisal of Cattlemarket site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located north of Bath city centre and is accessible via the A3039. The site comprises approximately 0.38 ha plot that is currently utilised as a carpark and is brownfield in nature. The site is currently allocated in the Placemaking Plan (SB1) for mixed use redevelopment including use class E and allocated as part of the emerging Local Plan.
5	**Placemaking Potential**	This site provides opportunities to deliver an integrated commercial development in the heart of Bath with opportunities for significant ecological enhancement. Any development would also benefit from appropriate community resources, and key infrastructure and transport links. It would function as a new employment site benefiting the existing local community.
4	**Vehicular Access**	The site directly adjoins Walcot Street (A309) to the west, which provides a strategic north–south route through Bath and connects the site to the wider highway network – the site is therefore graded 4. This location offers straightforward vehicular access; however, Walcot Street is a heavily trafficked urban corridor where congestion and competing demands from pedestrians, public transport and servicing vehicles are common. As a result, while access is achievable, the site's reliance on a single primary frontage may limit flexibility for servicing and could constrain the intensity or nature of employment uses without mitigation.
4	**Active Travel and Public Transport Access / Local Amenities**	A bus stop located immediately adjacent serving routes 3, 13, 228, 231, 271, 273, D1X, X31 and X86, providing frequent connections to Bath city centre and surrounding settlements. The site is also located adjacent to public footpath BC55/9, offering pedestrian connectivity, however, there are no dedicated cycling routes directly serving the site, which limits provision for active travel by bicycle. Local amenities include fitness facilities operated by the YMCA to the west, alongside close proximity to Bath's city centre, supporting day-to-day needs of employees.

Traffic Light Score	Consideration	Reasoning
5	**Character of Area and Uses**	The site currently comprises a car park and is located within a dense urban context characterised by predominantly commercial and town-centre uses. As established in the FENA 2025 report, a lot of the site is vacant, and while the listed Cornmarket building on the northern site boundary could be brought back into use, it is currently in a poor condition. The site neighbours a hotel use to the south and a commercial centre to the north.
4	**Commercial Market**	The Cattlemarket Site occupies a very central location on the northern edge of Bath city centre, near the retail, leisure, and institutional core. Its highly accessible position, immediately adjacent to key transport corridors and within walking distance of Bath Spa railway station and central amenities, provides strong market fundamentals for office based, flexible workspace, and supporting commercial uses. This has been established in the FENA 2025 report as a highly regarded site with good market appeal and it is identified that he vast majority of office requirement remains concentrated on Bath City, in keeping with the commercial market sentiment, further increasing the need to retain and upgrade premises where possible. However, the site is relatively constrained in size and configuration, which may limit its ability to accommodate larger floorplates or more intensive employment uses. As such, while the site benefits from good market appeal and is well suited to compact, city centre focused employment uses, it is likely to attract solid rather than prime commercial values.
4	**Availability of Workforce and Urban Relationship**	The site has a strong relationship with the existing urban area and benefits from immediate proximity to a large and diverse workforce drawn from Bath city centre and surrounding residential neighbourhoods. Its city-centre location ensures excellent accessibility by foot, cycle, and public transport, with clear and direct access corridors connecting the site to nearby housing areas, bus routes, and rail services. This level of connectivity supports highly sustainable commuting patterns and reduces reliance on car travel. While the site does not directly adjoin residential development, its integration within the urban fabric and

Traffic Light Score	Consideration	Reasoning
		ease of access to the wider city centre ensures strong workforce availability appropriate to its scale and role.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map[31] indicates that the site is likely to be served by a nearby primary substation, which currently shows moderate (amber) demand headroom. The Ofcom mobile and broadband checker[32] indicates that the site benefits from superfast broadband coverage (up to c80 Mbps) similarly, the Think Broadband[33] map which records real-world speeds, shows consistent speed tests results suggesting strong connectivity in the area. No powerlines constrain the site and considering the site location it is considered the power could likely be easily connected to.
4	**Environmental constraints**	The site is covered by limited environmental designations, it is located within the Cotswolds NCA and SSSI Impact Risk Zone for multiple SSSI's of which the closest is North Road Quarry, Bath SSSI located 1.7 kilometres east of the Site. Other environmental designations within 1 kilometre of the site include the Kensington Meadows Local Nature Reserve (LNR) and Cotswolds Area of Outstanding Natural Beauty (AONB) located approximately 870 northeast and 890 metres southeast respectively. The site is predominantly Flood Zone 1 however, Flood Zones 2 and 3 infringe on the site to the east, which will need to be considered in the design of the proposal. Multiple parcels of deciduous woodland priority habitat and woodland pasture BAP lie within 1 kilometre of the site with the closest parcel 135 metres east. The site is considered to have limited environmental constraints.

[31] https://commercial.nationalgrid.co.uk/network-opportunity-map-application/
[32] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BA29ES&uprn=200001870636
[33] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
3	**Heritage constraints**	The site is located within both the Bath World Heritage Site (WHS) and Bath City Centre Conservation Area. The Grade II listed 'Cornmarket (At Rear of No. 62)' (List Entry: 1395552) is located within the north of the site boundary. The site is located within an historic area densely populated by Grade II listed heritage assets, with over 52 listed buildings within 100 metres of the site, '62 Walcot Street' (List Entry: 139551) is located directly adjacent to the northwest of the site boundary. As this site is an existing allocation it has been detailed in the existing Bath and Northeast Somerset Local Plan 2 Volume: Core Strategy & Placemaking Plan (adopted July 2017)[34] under Policy SB1 which highlights the preference towards conserving and retaining the Cornmarket building and ensuring development retains a positive but sensitive relationship with the vaults beneath the Cattlemarket site. Accordingly, the proposed development would need to respond appropriately to important views related to the Site, this area of the CA, the presence of the Cornmarket listed building and neighbouring listed buildings, and be designed sensitively in the context of the WHS.
Summary	The Cattlemarket site occupies a highly accessible location on the northern edge of Bath city centre, close to key transport corridors, central amenities, and the established commercial and civic core. The site benefits from excellent public transport accessibility, strong pedestrian and cycle connectivity, and immediate proximity to Bath Spa railway station and the wider city-centre network. Its urban location supports sustainable travel patterns and reinforces its suitability for city-centre-appropriate employment and commercial uses. The site is subject to heritage, townscape, and environmental considerations arising from its location within the Bath World Heritage Site and Conservation Area and its proximity to listed buildings and historic urban fabric. The site presents opportunities for employment-led or mixed-use development that complements Bath's central economic role, particularly for small-scale office, workspace, and supporting commercial uses that benefit from proximity to the city centre. The FENA 2025 report recommends progressing regeneration proposals to facilitate the	

[34] https://www.bathnes.gov.uk/sites/default/files/2020-02/cs_pmp_vol_2_bath.pdf

Traffic Light Score	Consideration	Reasoning
		opportunity for a wide variety of uses on the site. The site is well related to surrounding residential neighbourhoods and provides access to a substantial and diverse workforce within walking and cycling distance. Its position supports flexible, compact development suited to central urban conditions rather than strategic large-format employment. **In light of the above, it is considered that the site is <u>suitable</u> for carefully designed employment development that mitigates World Heritage Site constraints.** The site is recommended for *redevelopment*, enabling the delivery of a high-quality employment-led mixed-use scheme that complements Bath city centre and maximises the value of this highly sustainable brownfield opportunity.

Manvers Street SB3

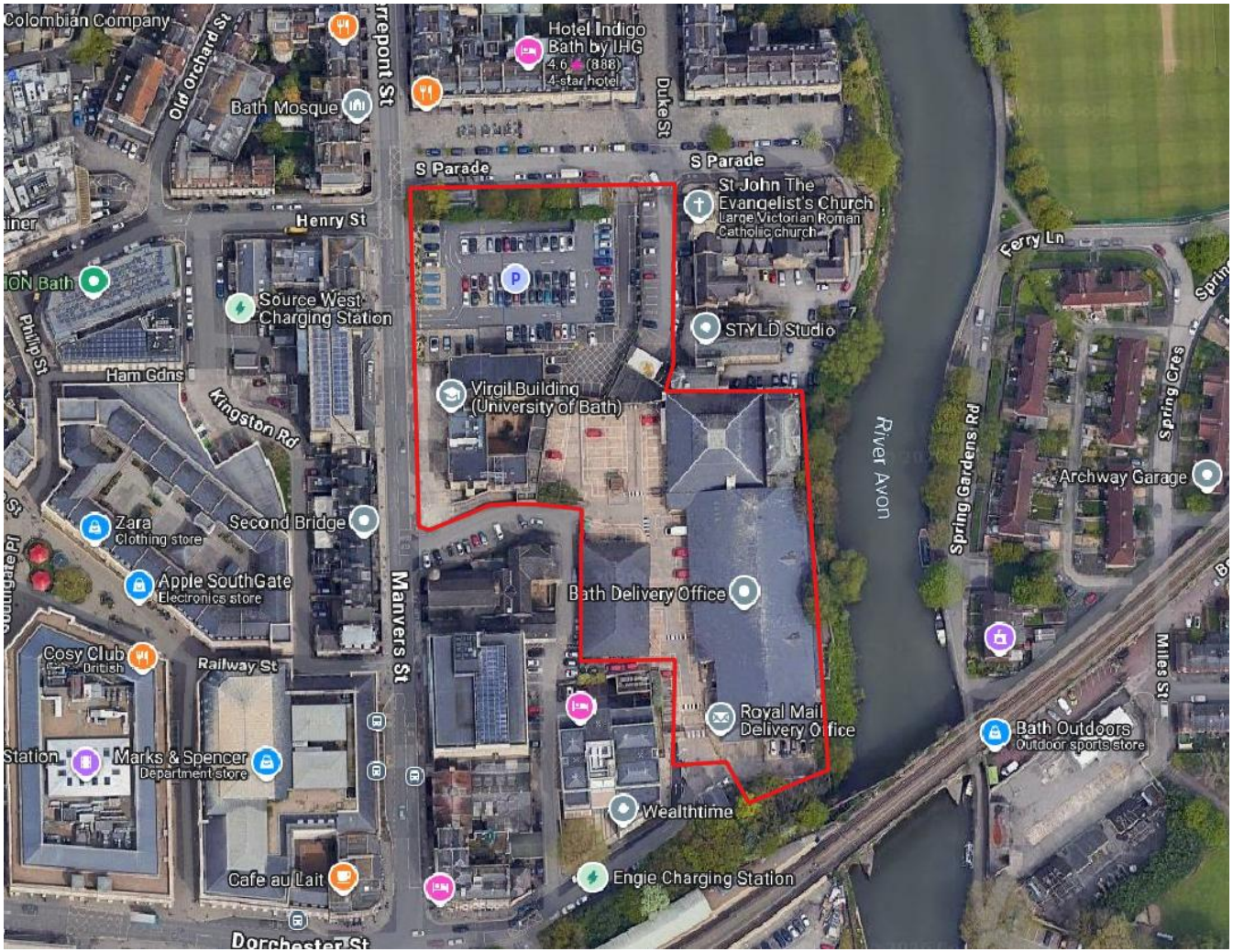


Figure 1.19 - Map of Manvers Street site – Image showing the extent of the site outlined in red.

Table 1.19 – Appraisal of Manvers Street site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located west of Bath city centre and is accessible via Pierrepont Street. The site comprises an approximately 1.3 ha plot that is currently utilised by a number of uses – principally a University Building and Royal Mail Delivery Office – and is brownfield in nature. The site is currently allocated in the existing Placemaking Plan (SB3) to include a minimum of 9,000 sqm office floorspace and allocated as part of the emerging Local Plan.
5	**Placemaking Potential**	This site provides opportunities to deliver a thriving gateway development, directly adjacent to the busy Bath Spa Train Station. The site benefits from this central location, situated alongside numerous amenities, key infrastructure, transport links, and community resources. Redevelopment of this site would function to redefine the easternmost point of bath's historic centre, which currently struggles from poor legibility and connectivity due to the large Royal Mail site and its associated boundary treatment. As such, the site is graded 5.
4	**Vehicular Access**	The site is directly bordered by Manvers Street to the west, which forms part of the A-road network and provides strong vehicular connectivity within Bath city centre. This location offers good access to surrounding strategic routes and supports movements to and from key employment and commercial areas.
5	**Active Travel and Public Transport Access / Local Amenities**	The site benefits from strong public transport accessibility. It lies within a five-minute walking distance of Bath Spa railway station, providing frequent regional and national rail services and strong connectivity across B&NES and beyond. A major concentration of bus stops is also located adjacent to the station, with over ten bus routes operating across the city and to surrounding settlements, supporting high levels of accessibility by public transport.

Traffic Light Score	Consideration	Reasoning
		The site is located within Bath city centre and therefore benefits from immediate access to a wide range of amenities, including retail, shopping centres, food and service uses.
5	**Character of Area and Uses**	The site is located within a highly urban commercial area of Bath city centre. Its immediate surroundings include a surface car park to the north, a mail delivery office to the south east, and commercial office uses to the west and directly to the south, with larger commercial and retail centres located further west. The quality of the existing buildings on site has been graded as acceptable with some limitations in the FENA report 2025. This context reflects an established employment and commercial environment with limited residential sensitivity.
5	**Commercial Market**	Manvers Street occupies a central and established location within Bath city centre, accommodating a mix of institutional and commercial uses, including higher-education and public-sector employment. As established in the FENA Update 2025 the vast majority of office requirement remains concentrated on Bath City, in keeping with the commercial market sentiment, further increasing the need to retain and upgrade premises where possible. The site benefits from strong accessibility and proximity to the primary office, retail, and civic core of the city, supporting demand for office-based, administrative, and institutional employment uses.
5	**Availability of Workforce and Urban Relationship**	The site has a strong relationship with the surrounding urban area and benefits from immediate proximity to Bath city centre and its associated residential neighbourhoods. Manvers Street is highly accessible by foot, cycle, and public transport, with clear and direct pedestrian routes linking the site to nearby housing areas, Bath Spa railway station, and the wider city centre. This level of connectivity ensures access to a large and diverse workforce and supports sustainable commuting patterns.

Traffic Light Score	Consideration	Reasoning
4	**Power and Internet connections**	A review of National Grid Electricity Distribution's Network Opportunity Map[35] indicates that the site is likely to be served by a nearby primary substation, which currently shows moderate (amber) demand headroom. The Ofcom mobile and broadband checker[36] indicates that the site benefits from standard broadband coverage (up to c18 Mbps) however, the Think Broadband[37] does not currently indicate coverage suggesting the site is unlikely to be served by full fibre infrastructure at present and may rely on lower-speed broadband connections. No powerlines constrain the site and considering the site location it is considered the power could likely be easily connected to.
4	**Environmental constraints**	The site is located within the Cotswolds NCA and an AQMA partially covers the western boundary of the site along Manvers Street. The site is within SSSI Impact Risk Zones for multiple SSSI's of which the closest is North Road Quarry, Bath SSSI located 1.4 kilometres east of the Site. Other environmental designations within 1 kilometre of the site include the Cotswolds Area of Outstanding Natural Beauty (AONB) and Kensington Meadows Local Nature Reserve (LNR) located approximately 460 northeast and 890 metres southeast respectively. The Site is predominantly covered by Flood Zones 2 and 3 with a small area to the north in Flood Zone 1, which will need to be considered in the design of the proposal. Multiple parcels of deciduous woodland priority habitat, traditional orchard and woodland pasture BAP lie within 1 kilometre of the site with the closest parcel 105 metres north. The site is covered by limited constraints that should be considered in the proposed development, however, do not pose a fundamental risk.
2	**Heritage constraints**	The site is located within both the Bath World Heritage Site (WHS) and Bath City Centre Conservation Area. The Grade II listed 'Administration Building within the 1935 Building, Royal Mail Sorting Office' (List Entry: 1406078) is located within the north of the site

[35] https://commercial.nationalgrid.co.uk/network-opportunity-map-application/
[36] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BA29ES&uprn=200001870636
[37] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		boundary. The site is located within a historic area densely populated by Grade II and Grade II* listed heritage assets, with over 48 listed buildings within 100 metres of the Site. The Grade II 'Ralph Allen House' (List Entry: 1394602), 'Manvers Street Baptist Church' (List Entry: 1395639) and Grade II* listed 'Roman Catholic Church of St John' (List Entry: 1394998), are located directly adjacent to the south, southwest and northeast of the site respectively. 'The Roman Baths and site of Roman town, Bath' (1004678) Scheduled Monument is situated 60 metres west of the site. Views from Manvers Street have been referenced in the Draft City Centre Character Appraisal Bath Conservation Area (November 2015)38 therefore forming a feature in the character of the CA and should therefore be protected. As this site is an existing allocation it has been detailed in the existing Bath and North East Somerset Local Plan 2 Volume: Core Strategy & Placemaking Plan (adopted July 2017)[39] under Policy SB3 which highlights the context and character of the area, and the sensitivity of surrounding viewpoints. The policy highlights reinforcing and repairing the sense, image and identity of Manvers Street. Accordingly, the proposed development would need to respond appropriately to a variety of contexts including important views related to the Site, particularly in relation to Beechen Cliff and the setting of South Parade, the predominant character of this area of the CA, the presence of the Royal Mail Sorting Office and neighbouring listed buildings, and be designed sensitively in the context of the WHS. Archaeological considerations must also be taken into account considering any risks to Bath Hot Springs.
Summary	Manvers Street occupies a central location within Bath city centre, close to the commercial, civic, and institutional core. The site benefits from excellent accessibility, with strong pedestrian and cycle connections, frequent public	

[38] https://www.bathnes.gov.uk/sites/default/files/2020-01/city_centre_web.pdf
[39] https://www.bathnes.gov.uk/sites/default/files/2020-02/cs_pmp_vol_2_bath.pdf

Traffic Light Score	Consideration	Reasoning
		transport services, and proximity to Bath Spa railway station and key city-centre routes. Its highly accessible urban position supports sustainable travel patterns and reinforces its suitability for city-centre-appropriate employment uses. The site plays an established role accommodating office-based, public sector, and institutional employment and offers opportunities to continue supporting such uses within a compact city-centre environment. While the scale and existing built form of the site limit the potential for large-scale intensification or flexible floorplates, it remains well related to surrounding residential neighbourhoods and provides access to a substantial local workforce within walking and cycling distance. The site is therefore well suited to smaller-scale, high-density employment uses that benefit from centrality rather than strategic scale. The site lies within the Bath World Heritage Site and Conservation Area and is surrounded by a dense concentration of listed buildings and historic townscape. These heritage considerations require a sensitive and context-led design approach but do not preclude redevelopment or continued employment use. **In light of the above, it is considered that the site is <u>suitable</u> for carefully designed employment development that mitigates World Heritage Site constraints.** The site is recommended for *redevelopment*, reflecting the opportunity to create a significantly improved gateway into Bath city centre and deliver modern office and employment accommodation within a highly accessible location.

Bath Quays North & Bath College SB4

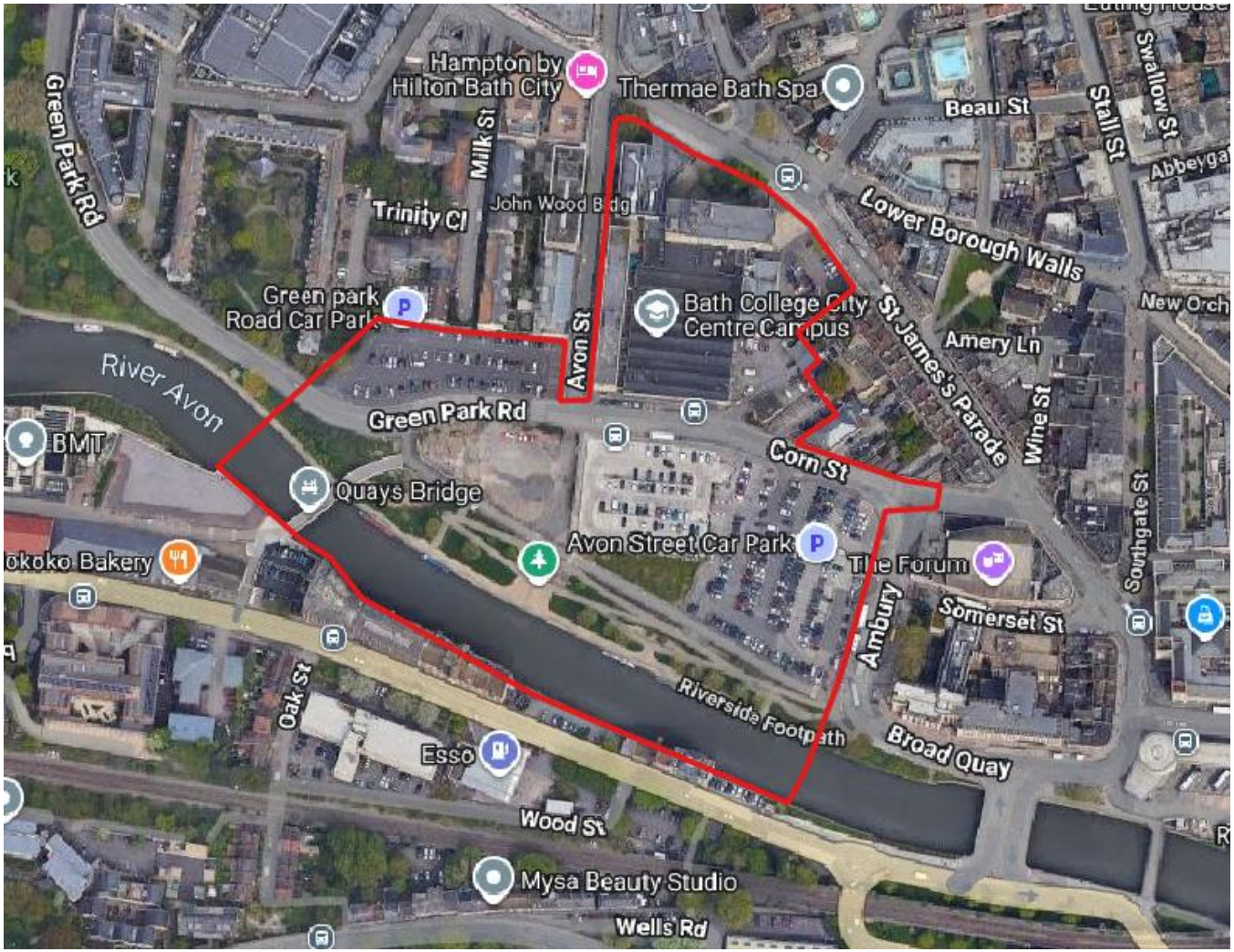


Figure 1.20 - Map of Bath Quays North & Bath College site – Image showing the extent of the site outlined in red.

Table 1.20 – Appraisal of Bath Quays North & Bath College site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located east of Bath city centre and is accessible via James St West and Green Park Road. The site comprises an approximately 4.35 ha plot that is currently utilised by a number of uses – principally the Bath College City Centre Campus and significant car parking – and is brownfield in nature. The site is currently allocated as part of the emerging Local Plan. Outline permission has been granted for the construction of a comprehensive mixed-use redevelopment, with total combined floorspace of up to 38,000sqm (GIA above ground), infrastructure (including basement car park) and associated development, including demolition of existing multi storey car park and amenity building (reference: 18/00058/EREG03). A reserved matters application has been submitted for this permission however, a decision is yet to be made (reference: 25/00142/RES). The most recent application relating to this permission is a variation of conditions application which is pending consideration at time of writing (26/01006/EVAR).
5	**Placemaking Potential**	This site provides opportunities to deliver an appropriate extension to Bath city centre, redeveloping significant areas of visually detrimental hardstanding and car parking. The site benefits from its location, close to a number of amenities, key infrastructure, transport links, and community resources. Redevelopment of this site would function to redefine the northern bank of the River Avon and function as an exemplary development adjacent to the Bath Quays Waterside and Riverside Footpath.
4	**Vehicular Access**	Green Park Road and Corn Street, both A-roads, run east–west across the site and provide strategic vehicular connectivity within Bath city centre. Avon Street serves as the principal vehicular access route through the site, accommodating north–south movements and access to surrounding areas.
5	**Active Travel and Public Transport**	The site benefits from a high level of public transport accessibility. Bus services operate along Green Park Road, including the City route towards Bath Abbey and routes U1, U1N

Traffic Light Score	Consideration	Reasoning
	Access / Local Amenities	and U3 providing connections to the University of Bath. Additional bus stops are located to the east along St James Parade and serve routes 1, 3, 4, 5 and 5A, offering frequent and varied connections across the city. The site is graded 5 as it is located within a five-minute walk of Bath Spa railway station, providing mainline rail services, including direct links to Bristol. In terms of active travel, the southern edge of the site is defined by existing green infrastructure and the Riverside Footpath, which is considered suitable for walking and cycling.
4	**Character of Area and Uses**	The site currently comprises a college campus and associated car parking and is located within a highly urban, mixed-use area of Bath city centre. It is bounded by the River Avon to the south, commercial and retail uses to the north and east, and residential uses to the west. The site is located in an established commercial area with neighbouring uses that are compatible with continued or more intensive commercial use.
5	**Commercial Market**	Bath Quays North occupies a highly prominent and strategic city-centre location and forms a key component of Bath's primary employment and regeneration area. As established in the FENA Update 2025 the vast majority of office requirement remains concentrated on Bath City, in keeping with the commercial market sentiment, further increasing the need to retain and upgrade premises where possible. Further, the FENA establishes suitable mixed uses and identifies the site as important for the opportunity to provide Grade A office accommodation. The site benefits from a strong commercial identity, supported by its proximity to Bath Spa railway station, the retail and leisure core, and the wider Bath Quays development, which has established the area as a prime destination for office-based, professional, and knowledge-led employment uses.
5	**Availability of Workforce and Urban Relationship**	The site has an excellent relationship with the existing urban area and benefits from immediate proximity to a large, diverse, and highly skilled workforce. Located within Bath city centre, Bath Quays North is surrounded by established residential neighbourhoods and is exceptionally well connected via clear pedestrian and cycle routes, high-frequency bus

Traffic Light Score	Consideration	Reasoning
		services, and direct access to Bath Spa railway station, providing strong local and regional connectivity.
4	**Power and Internet connections**	A review of National Grid Electricity Distribution's Network Opportunity Map[40] indicates that the site is likely to be served by a nearby primary substation within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. However, the River Avon forms a physical barrier between the site and these assets, which may require a solution prior to development therefore, feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[41] indicates that the site benefits from standard broadband coverage (up to c20 Mbps) similarly, the Think Broadband[42] map which records real-world speeds, shows consistent speed tests results suggesting average connectivity in the area. No powerlines constrain the site and considering the site location it is considered the power could likely be easily connected to.
4	**Environmental constraints**	The site is partially located within AQMAs which are located on the southern, eastern and northern boundaries of the site along Lower Bristol Road, Ambury and St. James' Parade. The southern boundary of the site also overlaps with the Noise Important Area along Lower Bristol Road however, it is not expected that this will cause a significant constraint due to its location across the River Avon. The Site is located within the boundaries of Cotswolds NCA and is located within SSSI Impact Risk Zones for multiple SSSI's of which the closest is North Road Quarry, Bath SSSI located 1.7 kilometres east of the Site. Other environmental designations within 1 kilometre of the site include the Cotswolds Area of Outstanding Natural Beauty (AONB) and Kensington Meadows Local Nature Reserve (LNR) located approximately 703 east and 1.5 metres northeast respectively. The site is

[40] https://commercial.nationalgrid.co.uk/network-opportunity-map-application/

[41] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BA29ES&uprn=200001870636

[42] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		predominantly covered by Flood Zones 2 and 3 with a small area to the north in Flood Zone 1, which will need to be considered in the design of the proposal. Multiple parcels of deciduous woodland priority habitat, lowland meadows and woodland pasture BAP lie within 1 kilometre of the site with the closest parcel 168 metres southeast. The site is covered by limited constraints that should be considered in the proposed development, however, do not pose a fundamental risk.
3	**Heritage Constraints**	The site is located within both the Bath World Heritage Site (WHS) and Bath Conservation Area. There are no listed buildings situated within the boundaries of the Site. However, the site is situated within a historic area with 48 Grade II and Grade II* listed buildings within 100 metres of the site, predominantly concentrated to the north and northeast of the Site. The closest of which is the Grade II listed 'People's Mission Hall' (List Entry: 1394965) located directly adjacent to the east of the Site. In addition, The Roman Baths and site of Roman town, Bath Scheduled Monument is located 25 metres northeast (List Entry: 1004678). As this site is an existing allocation it has been detailed in the existing Bath and Northeast Somerset Local Plan 2 Volume: Core Strategy & Placemaking Plan (adopted July 2017)[43] under Policy SB3 which highlights the context and character of the area, and the sensitivity of surrounding viewpoints. The character of the site is listed in the Draft City Centre Character Appraisal Bath Conservation Area (November 2015)[44] as a negative building and townscape feature. It is recommended the proposed development should create a confident and contemporary identity for the area which responds positively to the surrounding architectural character, valued characteristics of this part of the city centre and the Outstanding Universal Value of the WHS.

[43] https://www.bathnes.gov.uk/sites/default/files/2020-02/cs_pmp_vol_2_bath.pdf
[44] https://www.bathnes.gov.uk/sites/default/files/2020-01/city_centre_web.pdf

Traffic Light Score	Consideration	Reasoning
Summary	Bath Quays North occupies a highly prominent and strategic location at the heart of Bath city centre and forms a key component of the wider Bath Quays regeneration area. The site benefits from exceptional accessibility, with immediate proximity to Bath Spa railway station, high-frequency bus services, and strong pedestrian and cycle connections linking the site to surrounding neighbourhoods and the city centre core. Its central location supports sustainable travel patterns and reinforces its role as one of Bath's most accessible and well-connected employment sites. The site offers significant placemaking potential and has already established a strong commercial identity as a prime office-led employment destination. Bath Quays North benefits from scale, visibility, and critical mass, enabling it to accommodate modern, flexible office space and knowledge-led employment uses that are well suited to a city-centre environment. It is well related to surrounding residential areas and benefits from immediate access to a large, skilled, and diverse workforce within walking and cycling distance, supporting long-term economic growth and resilience. The site lies within the Bath World Heritage Site and Conservation Area, and development must be guided by a comprehensive policy and design framework to ensure a sensitive response to the historic environment. **In light of the above, it is considered that the site is <u>suitable</u> for carefully designed employment development that mitigates World Heritage Site constraints.** The site is recommended for *infill and uplift* and should continue to function as Bath's premier office and knowledge-economy location, delivering high-quality employment floorspace as part of the wider Bath Quays regeneration programme.	

South Quays & Riverside Court SB5



Figure 1.21 - Map of South Quays & Riverside Court site – Image showing the extent of the site outlined in red.

Table 1.21 – Appraisal of South Quays & Riverside Court site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located southwest of Bath city centre and is accessible via Lower Bristol Road. The site comprises an approximately 1.28 ha plot that is currently utilised by a number of office uses and is brownfield in nature. The site is currently allocated in the existing Placemaking Plan (SB5) to include a minimum of 9,500 sqm office floorspace with a significant proportion of creative workspace within the former Stothert and Pitt buildings and allocated as part of the emerging Local Plan. Listed building consent has been granted to make internal and external alterations to Newark Works to provide Creative Employment Workspace (reference: 19/05070/LBA), the delivery of this scheme aligns with the employment allocation of this site. Quays Bridge provides pedestrian access over the River and to the neighbouring Bath Quays North site.
5	**Placemaking Potential**	This site provides opportunities to deliver a new gateway development on the southern bank of the River Avon. The site benefits from the existing Quays Bridge connecting the site to the Bath Quays North site as well as the wider city centre and its associated amenities, infrastructure, and transport links. Redevelopment of this site would function to improve legibility, improving accessibility to pedestrians and cyclists, and overall placemaking credentials.
4	**Vehicular Access**	Lower Bristol Road (A36) borders the site to the south and represents the primary vehicular movement corridor, providing strategic east–west connectivity through Bath. Vehicular access to the site is achieved via Riverside Road to the west, which connects directly to Lower Bristol Road, while an internal east–west route runs through the centre of the site to facilitate movement across it.
5	**Active Travel and Public Transport**	The site benefits from good sustainable transport connectivity. Quays Bridge at the north-east edge of the site provides a direct walking and cycling connection across the River Avon, linking the site to neighbouring potential areas including the 'Bath Quays North & Bath College

Traffic Light Score	Consideration	Reasoning
	Access / Local Amenities	SB4' site, and supporting active travel movements. The site is also located within a ten-minute walk of Bath Spa railway station, offering strong regional and sub-regional connectivity, including services to Bristol.
3	**Character of Area and Uses**	The site currently comprises commercial office accommodation and associated car parking and is located within an established employment and mixed-use corridor along Lower Bristol Road. Corporate commercial office uses are located to the south, with retail uses to the west and some residential uses in the surrounding area, while the River Avon defines the northern boundary.
5	**Commercial Market**	South Quays and Riverside Court occupy a prominent riverside location on the western side of Bath city centre and form part of the wider Bath Quays strategic employment area. The site benefits from great accessibility, proximity to the city centre core, and an established office-based employment function, which together underpin prime market demand for commercial floorspace. As established in the FENA Update 2025 the vast majority of office requirement remains concentrated on Bath City, in keeping with the commercial market sentiment, further increasing the need to retain and upgrade premises where possible. Recent developments present further opportunity to benefit from demand and bring forward larger office uses. Its riverside setting and relationship with surrounding commercial development enhance its attractiveness to office and professional occupiers seeking a central but slightly less intensive location than the primary city-centre core.
5	**Availability of Workforce and Urban Relationship**	The site has a strong relationship with the existing urban area and benefits from access to a substantial workforce drawn from nearby city-centre and western Bath residential neighbourhoods. South Quays and Riverside Court are well connected by established pedestrian and cycle routes running along the River Avon corridor, as well as by public transport services linking the site to Bath city centre and surrounding areas. These

Traffic Light Score	Consideration	Reasoning
		connections provide clear and legible access corridors that support sustainable commuting patterns.
4	**Power and Internet connections**	A review of National Grid Electricity Distribution's Network Opportunity Map[45] indicates that the site is likely to be served by a nearby primary substation within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. However, the River Avon forms a physical barrier between the site and these assets, which may require a solution prior to development therefore, feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[46] indicates that the site benefits from standard broadband coverage (up to c17 Mbps) suggesting average connectivity in the area however, the Think Broadband[47] map does not currently indicate coverage suggesting the site is unlikely to be served by full fibre infrastructure at present and may rely on lower-speed broadband connections. No powerlines constrain the site.
4	**Environmental constraints**	The Site is partially located within an AQMA along the southern boundary of the site along Lower Bristol Road and a NIA which covers the southeast of the site. The Site is located within the boundaries of Cotswolds NCA and is located within SSSI Impact Risk Zones for multiple SSSI's of which the closest is North Road Quarry, Bath SSSI located 1.7 kilometres east of the Site. Other environmental designations within 1 kilometre of the site include the Cotswolds Area of Outstanding Natural Beauty (AONB) and Kensington Meadows Local Nature Reserve (LNR) located approximately 921 southeast and 1.7 metres northeast respectively. The Site is completely within Flood Zone 3, which will need to be considered in the design of the proposal. Multiple parcels of deciduous woodland priority habitat and woodland pasture BAP lie within 1 kilometre of the site with the closest parcel 290 metres

[45] https://commercial.nationalgrid.co.uk/network-opportunity-map-application/
[46] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BA29ES&uprn=200001870636
[47] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		south. The Site is covered by limited constraints that should be considered in the proposed development, however, do not pose a fundamental risk.
3	**Heritage Constraints**	The Site is located within the Bath World Heritage Site (WHS) however does not lie within the boundaries that define Bath Conservation Area. The Grade II listed 'Newark Works (Ex Stothert and Pitt)' (List Entry: 1395130) is located within the southeast of the site boundary. The surrounding area has limited heritage assets, with three listed buildings within 100 metres of the Site, the closest of which is '20-28, Oak Street' (List Entry: 1396208), located to the southeast of the site. As this site is an existing allocation it has been detailed in the existing Bath and Northeast Somerset Local Plan 2 Volume: Core Strategy & Placemaking Plan (adopted July 2017)[48] under Policy SB5 which highlights the context and character of the area, detailing important views through and over the site and the sensitivity of surrounding viewpoints. Accordingly, the proposed development would need to respond appropriately to the heritage asset and its setting and should not detract from important views over the Site, and be designed sensitively in the context of the WHS.
Summary	South Quays occupies a prominent riverside location on the western side of Bath city centre, forming part of the wider Bath Quays employment area. The site benefits from good accessibility, with strong pedestrian and cycle routes along the River Avon corridor, frequent public transport services, and close proximity to Bath Spa railway station and the city-centre core. Its location supports sustainable travel patterns and provides effective connections to surrounding residential neighbourhoods and central amenities. The site has an established office-based employment function and offers continued opportunities for employment-led or mixed-use development that complements the adjacent Bath Quays North site. While South Quays does not possess the same level of visibility or scale as Bath Quays North, it benefits from its attractive waterfront setting and its integration within a wider cluster of city-centre employment uses. The site is well related to nearby housing areas	

[48] https://www.bathnes.gov.uk/sites/default/files/2020-02/cs_pmp_vol_2_bath.pdf

Traffic Light Score	Consideration	Reasoning
		and has access to a substantial and diverse workforce within walking and cycling distance, supporting viable employment activity in a central urban setting. The new development will provide Grade A office and residential accommodation to the market and, as such, the opportunity for further employment use is limited across the remaining site. The site lies within the Bath WHS and Conservation Area, and development must respond sensitively to heritage, townscape, and riverside considerations. These constraints are well understood and can be effectively managed through high-quality design and careful layout. **In light of the above, it is considered that the site is <u>suitable</u> for carefully designed employment development.** The site is recommended for *infill and uplift*, building upon recent investment and regeneration activity to deliver modern employment floorspace and strengthen its role within the wider Bath Quays employment cluster.

South Bank SB6



Figure 1.22 - Map of South Bank site – Image showing the extent of the site outlined in red.

Table 1.22 – Appraisal of South Bank site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located west of Bath city centre, adjacent to the River Avon, and is accessible via Lower Bristol Road and Midland Bridge Road. The site comprises an approximately 1.09 ha plot that is currently utilised by a number of industrial and commercial uses and is brownfield in nature. The site is currently allocated as part of the emerging Local Plan and is in the existing Placemaking Plan (SB6) to include a minimum of 5,000 sqm office floorspace plus residential.
5	**Placemaking Potential**	This site provides opportunities to deliver a new employment site in a highly visible location along the southern bank of the River Avon. The site benefits from its adjacency to a number of other employment designations and an existing population within the vicinity; as well as access opportunities via the nearby Riverside Footpath and rail infrastructure within the vicinity. Redevelopment of this site would function to significantly improve the visual amenity of the area through enhanced legibility and the replacement of low-quality existing structures.
4	**Vehicular Access**	Vehicular access to the site is primarily provided from the southern edge via Lower Bristol Road (A36), which functions as a strategic east–west route through Bath. The site also lies in close proximity to Midland Bridge at the north-east edge, which connects across the River Avon and strengthens links to employment areas to the north.
4	**Active Travel and Public Transport Access / Local Amenities**	Public transport provision in the vicinity of the site is relatively good. The nearest bus stop on Lower Bristol Road is served by routes 12, 58 and U2, while a further bus stop to the west accommodates routes 1, 5, 5A, 58, U1N and U3, providing connectivity across Bath and to key destinations. The site is located within approximately a 15-minute walk of Bath Spa railway station, offering regional rail connections, including to Bristol. The site is therefore graded 4 as it is close to a station and a reasonable range of employment related services.

Traffic Light Score	Consideration	Reasoning
3	**Character of Area and Uses**	The site currently comprises a mixed range of uses, including retail shopfronts within the eastern parcel, dispersed car parking, residential uses within the central area, and office accommodation to the west. It is bordered by a mix of residential and active retail frontage along Lower Bristol Road to the south, office uses to the west, the Pines Way Industrial Estate to the north-west and commercial office space to the east.
5	**Commercial Market**	South Bank occupies a highly prominent and strategically important riverside location immediately adjoining Bath's primary employment and regeneration area. The site forms part of the wider Bath Quays cluster and benefits from strong commercial visibility, excellent accessibility, and proximity to Bath Spa railway station and the city centre core. As established in the FENA Update 2025 the vast majority of office requirement remains concentrated on Bath City, in keeping with the commercial market sentiment, further increasing the need to retain premises where possible. South Bank offers the scale and flexibility required to accommodate a range of modern employment formats, including office-based, research-led, and mixed commercial uses, supporting its role as a key component of Bath's competitive employment offer.
5	**Availability of Workforce and Urban Relationship**	The site has an excellent relationship with the existing urban area and benefits from immediate access to a large, skilled, and diverse workforce. South Bank is closely integrated with Bath city centre and is surrounded by established residential neighbourhoods within easy walking and cycling distance. The site is exceptionally well connected by clear and direct pedestrian and cycle routes along the River Avon corridor, high frequency bus services, and proximity to Bath Spa railway station, providing strong regional and national connectivity.
4	**Power and Internet connections**	A review of National Grid Electricity Distribution's Network Opportunity Map[49] indicates that the site is likely to be served by a nearby primary substation within 1 – 2km of the site, which

[49] https://commercial.nationalgrid.co.uk/network-opportunity-map-application/

Traffic Light Score	Consideration	Reasoning
		currently shows moderate (amber) demand headroom. However, the River Avon forms a physical barrier between the site and these assets, which may require a solution prior to development therefore, feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[50] indicates that the site benefits from standard broadband coverage (up to c17 Mbps) suggesting average connectivity in the area however, the Think Broadband[51] map does not currently indicate coverage suggesting the site is unlikely to be served by full fibre infrastructure at present and may rely on lower-speed broadband connections. No powerlines constrain the site.
3	**Environmental constraints**	The site is partially located within Bath AQMA along the southern boundary of the site along Lower Bristol Road and a NIA which covers the southwest of the site. The site is located within the boundaries of Cotswolds NCA and is located within SSSI Impact Risk Zones for multiple SSSI's of which the closest is North Road Quarry, Bath SSSI located 1.7 kilometres east of the site. The site is completely within Flood Zone 3, which will need to be considered in the design of the proposal. Multiple parcels of deciduous woodland priority habitat and woodland pasture BAP lie within 1 kilometre of the site with the closest parcel 410 metres southeast. There are no other environmental designations within 1 kilometre of the site. The site is covered by limited constraints that should be considered in the proposed development, however, do not pose a fundamental risk.
4	**Heritage constraints**	The site is located within the Bath World Heritage Site (WHS) and is partially located within the Bath Conservation Area towards the northeast of the site where the boundary marginally overlaps with the site parameters. The site is surrounded by limited heritage assets with the closest listed building, the Grade II listed '20-30, Green Park' (List Entry: 1396258) 102 metres

[50] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BA29ES&uprn=200001870636
[51] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		northeast of the site. The view of the WHS from South Bank is included in the City of Bath World Heritage Site Setting Supplementary Planning Document (August 2013)[52]. As this site is an existing allocation it has been detailed in the existing Bath and Northeast Somerset Local Plan 2 Volume: Core Strategy & Placemaking Plan (adopted July 2017)[53] under Policy SB6 which highlights the context and character of the area, detailing important views through and over the site and the sensitivity of surrounding viewpoints. Accordingly, the proposed development should take into account the relationships between the public realm and the river, maintaining the quayside character.
Summary	South Bank occupies a highly prominent riverside location immediately adjoining Bath city centre and forms a key part of the wider Bath Quays employment area. The site benefits from excellent accessibility, including strong pedestrian and cycle links along the River Avon, frequent public transport services, and close proximity to Bath Spa railway station and strategic routes serving the city centre. Its location supports sustainable commuting patterns and provides strong connectivity to surrounding residential neighbourhoods and central amenities. The site has an established commercial and employment function and offers potential for infill, intensification and uplift through redevelopment. South Bank benefits from its visibility and relationship with neighbouring Bath Quays sites, enabling it to support office-based, knowledge-led, and mixed employment formats. It is well related to surrounding housing areas and benefits from immediate access to a large, skilled, and diverse workforce within walking and cycling distance, reinforcing its role as a major employment destination within Bath. The site lies within the Bath World Heritage Site and Conservation Area, and development proposals must respond carefully to heritage, townscape, and riverside considerations. These constraints are well understood and can be effectively addressed through high-quality, context-led design.	

[52] https://www.bathnes.gov.uk/sites/default/files/2020-01/City%20of%20Bath%20World%20Heritage%20Site%20Setting%20SPD.pdf
[53] https://www.bathnes.gov.uk/sites/default/files/2020-02/cs_pmp_vol_2_bath.pdf

Traffic Light Score	Consideration	Reasoning
		In light of the above, it is considered that the site is <u>suitable</u> for carefully designed employment development that mitigates World Heritage Site constraints. The site is recommended for *protection,* given that it already has significant site coverage and residential neighbours limit the potential of significant uplift through redevelopment. There may be an opportunity for limited infill and intensification on the area of the site closest to Midland Bridge.

Roseberry Place SB10



Figure 1.23 - Map of Roseberry Place site – Image showing the extent of the site outlined in red.

Table 1.23 – Appraisal of Roseberry Place site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located in the west of Bath, adjacent to the River Avon, and is accessible via Lower Bristol Road and Roseberry Road. This brownfield site comprises a 0.49 ha disused plot (previously occupied in 2017 by a Unigate Dairies depot) and a car park. A recently constructed development for flexible business employment floorspace space (15/01932/EOUT) sits adjacent to the site which will act as a catalyst for further development. The potential for office development as part of Phase 2 has been highlighted in the FENA. Applications on site for mixed uses have recently been approved including 25/03246/FUL and 25/03598/FUL. The site is currently allocated in the existing Placemaking Plan (SB10) to include a minimum of 60,000 sqm office floorspace alongside residential use, however this allocation incorporates the wider parcel of land to the east of the site; development of which has since been completed.
5	**Placemaking Potential**	This site provides an opportunity to redevelop a disused and visually detrimental site in a prominent location along Lower Bristol Road. The site benefits from its adjacency to a number of other employment designations and an existing population within the vicinity; as well as appropriate access opportunities and pedestrian infrastructure along Lower Bristol Road and others in the vicinity. Redevelopment of this site would function to significantly improve the visual amenity of the area through enhanced legibility and the removal of detrimental disused land.
4	**Vehicular Access**	The site adjoins the A36 along its southern boundary, where vehicular access is proposed, providing a strategic east–west connection through Bath and links towards Warminster and the wider southeast. The site also lies in close proximity to Windsor Bridge Road, which provides vehicular connectivity across the River Avon to the north of Bath.
4	**Active Travel and Public Transport**	Public transport accessibility is moderate, with bus stops located along the A36 to the south of the site served by routes 5, 5A and 58, providing connections to Bath city centre and

Traffic Light Score	Consideration	Reasoning
	Access / Local Amenities	surrounding areas. The site is located within a ten-minute walking distance of Oldfield Park railway station, offering local rail connections and improving access to the wider labour market.
3	**Character of Area and Uses**	The site was operating as a temporary surface car park and is now being temporarily used by the fire and rescue service. It is bounded by the River Avon to the north, predominantly residential uses to the south across the A36, student accommodation to the west, and residential uses with some ground floor retail frontage to the east. The immediate context is predominantly residential in character, but a mix of retail centres and brownfield land sits to the east and the west of the site within five minutes walking distance.
4	**Commercial Market**	Roseberry Place occupies a riverside location on the western edge of Bath city centre and comprises a predominantly vacant and under-utilised brownfield site with a history of commercial use. While its location benefits from proximity to the Bath Quays area and the Lower Bristol Road corridor, the site offers clear long-term potential for employment-led or mixed-use development, particularly if delivered alongside wider regeneration initiatives in the area. The FENA 2025 report suggests there is limited demand from the office market for development on site and therefore would be suitable in conjunction with other uses.
4	**Availability of Workforce and Urban Relationship**	Roseberry Place has a reasonable relationship with the surrounding urban area and benefits from access to a workforce drawn from nearby western Bath residential neighbourhoods and the wider city centre. The site is connected via pedestrian and cycle routes along the River Avon corridor and benefits from public transport accessibility along the Lower Bristol Road, supporting sustainable commuting patterns. However, the site is separated from surrounding residential areas by major roads and commercial infrastructure, which reduces permeability and limits its integration with the surrounding urban fabric. While access corridors exist, they are less direct and legible than those serving Bath's core employment areas.

Traffic Light Score	Consideration	Reasoning
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2km of the site, which currently shows moderate to high (amber/green) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c50 Mbps) suggesting strong connectivity in the area, similarly, the Think Broadband map records high-speed connectivity yet this is subject to site-specific confirmation. No powerlines constrain the site. As for the site's connectivity and servicing by utilities such as water and sewerage, it is understood that the statutory undertakers will operate under standard industry obligations to provide mains services to the development.
4	**Environmental constraints**	The site is partially located within an AQMA along the southern boundary of the site along Lower Bristol Road and a NIA which covers the southeast of the site. The Site is located within the boundaries of Cotswolds NCA and is located within SSSI Impact Risk Zones for multiple SSSI's of which the closest is North Road Quarry, Bath SSSI located 1.7 kilometres east of the Site. Other environmental designations within 1 kilometre of the site includes Carrs Woodland Local Nature Reserve (LNR) located approximately 985 metres west of the site. The majority of the site sits within Flood Zone 2 whilst the northern portion of the site is covered by Flood Zone 3, which will need to be considered in the design of the proposal. Multiple parcels of deciduous woodland priority habitat and woodland pasture BAP lie within 1 kilometre of the site with the closest parcel 295 metres north. The site is covered by limited constraints that should be considered in the proposed development, however, do not pose a fundamental risk.
4	**Heritage constraints**	The site is located within the Bath World Heritage Site (WHS) however, it is not situated within the boundaries of the Bath Conservation Area, which is located approximately 15 metres northwest of the site. The site is surrounded by limited heritage assets with the closest listed building, the Grade II listed 'Charlton House' (List Entry: 1395586) 26 metres to the west of

Traffic Light Score	Consideration	Reasoning
		the Site. The view of the WHS from South Bank is included in the City of Bath World Heritage Site Setting Supplementary Planning Document (August 2013)[54]. As this site is an existing allocation it has been detailed in the existing Bath and Northeast Somerset Local Plan 2 Volume: Core Strategy & Placemaking Plan (adopted July 2017)[55] under Policy SB10 which highlights the context and character of the area, detailing important views through and over the site and the sensitivity of surrounding viewpoints. Accordingly, the proposed development should respond to the mixed-use character whilst respecting the homogenous character of the whole city.
Summary	Roseberry Place occupies a riverside location on the western edge of Bath city centre, close to the Lower Bristol Road corridor and the wider Bath Quays employment area. The site benefits from reasonable accessibility, with pedestrian and cycle routes along the River Avon and public transport services operating along nearby strategic routes. Its location provides connections to Bath city centre and surrounding residential areas, supporting sustainable travel opportunities, although access is more constrained than for sites that are fully embedded within the Bath Quays core. The site is predominantly brownfield and currently underutilised, offering potential for redevelopment and renewal. While it does not have the same established commercial identity, visibility, or scale as sites in the wider Bath Quays employment area, Roseberry Place provides an opportunity for employment-led or mixed-use development that could complement the wider employment function of the area. The site has access to a local workforce drawn from western Bath and city centre neighbourhoods within walking and cycling distance, although being slightly further from the train station and its riverside edge reduce its level of urban integration compared to more central sites. The site lies within the Bath WHS and Conservation Area and is subject to heritage, environmental, and flood risk considerations that will require careful design and mitigation.	

[54] https://www.bathnes.gov.uk/sites/default/files/2020-01/City%20of%20Bath%20World%20Heritage%20Site%20Setting%20SPD.pdf
[55] https://www.bathnes.gov.uk/sites/default/files/2020-02/cs_pmp_vol_2_bath.pdf

Traffic Light Score	Consideration	Reasoning
		In light of the above, it is considered that the site is <u>suitable</u> for carefully designed employment development. The site is recommended for *redevelopment*, reflecting its underutilised nature and opportunity to provide new employment floorspace that complements the wider Bath Quays and Lower Bristol Road employment corridor.

Proposed Draft Local Plan Allocations

Land South West of Odd Down Park & Ride



Figure 1.24 - Map of SW of Odd Down Park & Ride site – Image showing the extent of the site outlined in red.

Table 1.24 – Appraisal of SW of Odd Down Park & Ride site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located southwest of Bath, adjacent to the settlement boundary and adjoining the A367. The site comprises an approximately 7.5ha plot – excluding the existing recycling facility [a safeguarded site in the West of England Joint Waste Core Strategy]. Planning permission has previously been granted on part of the site for landscape reprofiling (Ref. 24/01566/FUL) and the erection of 2no. buildings associated with the recycling facility (24/01564/FUL). It is also noted that a gas pipeline crosses the west of the site constraining development on a portion of the site.
3	**Placemaking Potential**	This site represents a western extension of Odd Down, Bath, adjoining the existing Park and ride and nearby neighbourhoods along Old Fosse Road and Wellsway. As such, the site benefits from an existing population within the vicinity; as well as appropriate access opportunities and pedestrian infrastructure. Trip generation associated with the park and ride site confers a level of additional prominence and visibility despite the peripheral location. It is noted that there are somewhat limited community amenities within the vicinity – particularly given the site is located in a predominantly residential area – but this is not considered a significant constraint in regard to employment placemaking potential.
4	**Vehicular Access**	The site directly adjoins the A367 connecting Bath City centre and nearby towns and villages.
4	**Active Travel and Public Transport Access / Local Amenities**	The site is located within a 20-minute walk of a range of amenities and transportation options including active travel infrastructure and a number of bus routes – principally the no.172, no.174, and no. 522 which service the bus stop adjacent to the site, as well as Odd Down park and ride which neighbours the site.
2	**Character of Area and Uses**	Although future occupiers would neighbour the existing recycling centre and park and ride sites, the site is otherwise located in a predominantly residential area with very few

Traffic Light Score	Consideration	Reasoning
		commercial units nearby. It should, however, be noted that this site is located along the same corridor as the successful Bath Business Park at Peasedown St John.
4	**Commercial Market**	While the site is located on the outskirts of Bath, sites offering convenient access to the strategic road network and access to Bath city centre are in high demand. While the immediate context and wider character will not appeal to all markets, the site would command a demand from occupiers whose operations aren't reliant on a city centre location. It may provide an opportunity for the relocation of more central occupiers, freeing up other sites for regeneration. It should also be noted that commercial sites along this corridor have been successful in the past - principally Bath Business Park at Peasedown St John.
4	**Availability of Workforce and Urban Relationship**	The site is located within the vicinity of a number of housing sites to the east – connected to the site via the A367 and its associated pedestrian facilities
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2 km of the site, which currently shows high (green) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c1000 Mbps) suggesting moderate to high connectivity in the area, however, the Think Broadband recorded real-world speeds are more variable suggesting connectivity in the area may be moderate and inconsistent, yet this is subject to site-specific confirmation. There are no powerlines or towers located within the site boundary. As for the sites connectivity and servicing by utilities such as water and sewerage, it is understood that the statutory undertakers will operate under standard industry obligations to provide mains services to the development.
4	**Environmental Designations**	The site is located within the Green Belt which borders southern Bath and so its release for employment development would be subject to the tests set out in national policy. The site is

Traffic Light Score	Consideration	Reasoning
		situated within the Cotswolds NCA and the Cotswolds National Landscape lies adjacent to the south of the site. The site lies within the impact risk zone of the Combe Down and Bathampton Down Mines SSSI located 1.8 km northeast of the site. Parcels of deciduous woodland and mature planting are located on the boundary to the southeast of the site and it is partially designated as a Site of Importance for Nature Conservation. Less than 2km from a Special Area of Conservation (SAC) and likely comprises foraging habitat for its bat species. The site is located within flood zone 1 and therefore has a low risk of flooding from rivers and seas. In addition, there also geological and land stability concerns in this area. The site consists of and is in close proximity to limited environmentally sensitive receptors therefore not posting a considerable constraint to the development of the site.
4	**Heritage Constraints**	The site is located within the indicative setting of World Heritage Site; however, the potential development of this site is not considered to result in any substantial harm in the Landscape and Historic Environment Assessment undertaken in February 2024. The Site is not within close proximity to any designated heritage assets with the closest listed building The Grade II listed 'Boundary Post On A367 At National Grid Reference St 7338 6167' (List Entry: 1313025) and Fortnight Farmhouse (List Entry: 1320475) located approximately 290 metres northeast and 300 metres south of the site, respectively. In addition, the 'Wansdyke: section 1230yds (1120m) eastwards from Burnt House Inn' and 'Part of the linear boundary known as the Wansdyke 420m southwest of Barrowmead Cottage' Scheduled monuments are located within 1 kilometre of the site. As such it is not considered there are significant heritage constraints posed to the site.
Summary	Odd Down is located on the southern edge of Bath, adjoining the A367 corridor and lying outside the city's primary employment areas. The site benefits from reasonable vehicular access, proximity to the Park and Ride, and availability of local bus services; however, it is situated within the Green Belt and, despite neighbouring a recycling centre, is in	

Traffic Light Score	Consideration	Reasoning
		a predominantly residential context. While direct access to the A367 provides comparatively strong links to Somer Valley and Bath City Centre, the site remains peripheral to Bath's established employment geography. Whilst the site does not form part of an existing employment cluster and associated agglomeration benefits, market demand for this site is likely to be high as the site offers significant opportunity as the nearest employment site to Bath for industrial occupiers looking for options close to the city... **In light of the above, it is considered that the site is <u>suitable</u> for employment development.** The site is recommended for *redevelopment* as a new employment location capable of accommodating modern industrial and business uses in a purpose-designed environment that makes efficient use of the site while respecting surrounding constraints.

Bristol and Bath Corridor

Existing Sites

Ashmead Road & Unity Road Estate, including World's End Lane Extension

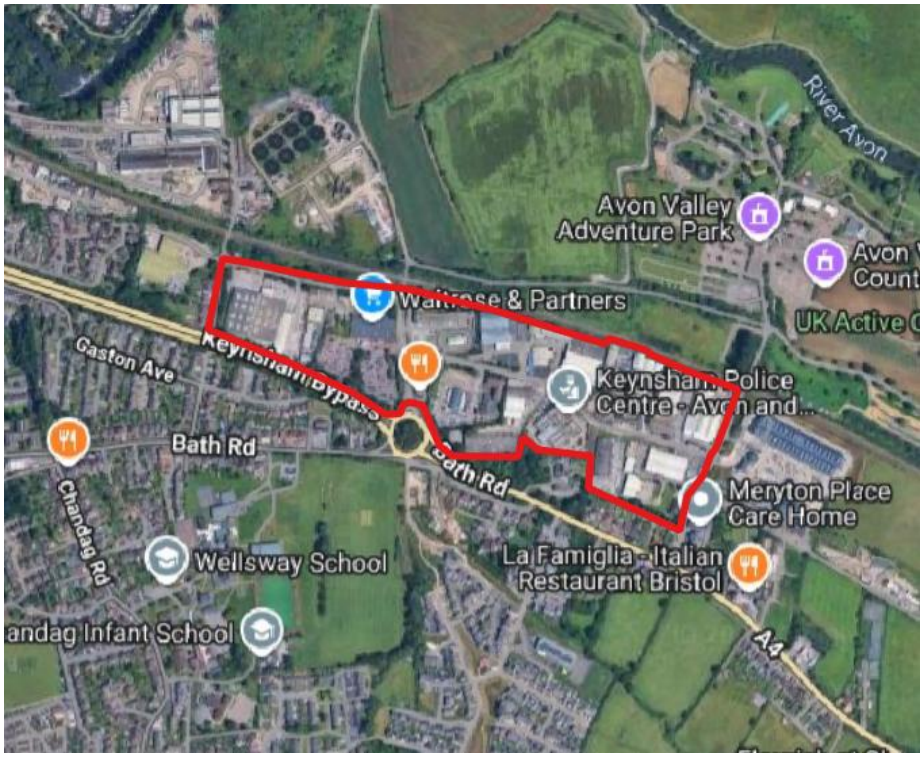


Figure 1.25 - Map of Ashmead Road & Unity Road Estate site – Image showing the extent of the site outlined in red.

Table 1.25 – Appraisal of Ashmead Road & Unity Road Estate site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the settlement of Keynsham, on its northeast edge, and is accessible via Bath Road and Pixash Lane. The site comprises an approximately 16.60 ha plot that currently features a number of commercial and industrial uses, as well as Keynsham Police Centre which was built recently Any development on this site would be brownfield in nature, accordingly.
4	**Placemaking Potential**	This site comprises a prominent plot located adjacent to the Keynsham Bypass and the A4. Currently the site is occupied by a number of commercial and industrial uses that it is assumed would be redeveloped and intensified. Given the scale of the site, it is considered that the site offers good opportunities in regard to new placemaking features, limited somewhat given the existing roads and hard boundaries present on the site. Notwithstanding this, it is acknowledged that the site benefits from existing road infrastructure that, whilst limited in terms of active transport, offer links into the west of Keynsham.
4	**Vehicular Access**	The site directly adjoins the A4 Keynsham Bypass, which provides a strategic east to west route between Bath and Bristol. A roundabout located immediately to the south of the site provides direct access, and there are multiple established access points from the A4 into the site, including from this junction.
3	**Active Travel and Public Transport Access / Local Amenities**	Public transport accessibility is moderate. A bus stop is located directly to the south of the site on the A4, served by routes 39 and X39 as well as the A4 Airport Flyer, providing connections to Bath, Bristol and wider regional destinations. However, the site is not within walking distance of a railway station, with Keynsham railway station located approximately 30 minutes away on foot, which limits practical access to rail services for most users.

Traffic Light Score	Consideration	Reasoning
		In terms of local amenities, the site includes a police facility and a nursery, while the Avon Valley Adventure Park is located directly to the north, providing a recreational use. The site has therefore been graded 3 for access to limited services with proximity to a bus stop.
4	**Character of Area and Uses**	The area is characterised by a relatively established industrial estate environment, with a mix of light industrial, trade counter, storage, and service-based uses arranged across a series of interrelated plots. Development has occurred incrementally, resulting in a varied built form and layout, although the area retains a clear employment identity and functional coherence overall. The environment is predominantly utilitarian, with limited public realm or placemaking features, but it supports a wide range of small and medium-sized enterprises. The World's End Lane Extension introduces some opportunity for improved access and rationalisation; however, the prevailing character remains that of a practical, operational employment cluster with moderate intensity and limited potential for higher-value transformation without comprehensive redevelopment.
4	**Commercial Market**	Ashmead Road and Unity Road Estate, including the World's End Lane Extension, occupy a well-established industrial and employment location within the Lower Bristol Road corridor, benefiting from good vehicular access and proximity to Bath city centre, Bath Quays, and adjoining regeneration areas. The estate forms part of a wider cluster of light industrial, trade counter, and service-based uses, supporting its ongoing commercial function and appeal to small and medium-sized enterprises. However, the predominantly secondary quality of the existing stock, fragmented land ownership, and utilitarian environment may limit its ability to attract higher-value occupiers or significant inward investment without intervention. While the World's End Lane Extension presents an opportunity to enhance access and improve functionality, this is unlikely to materially reposition the area within the commercial hierarchy; accordingly, the site is considered to hold a stable and resilient market position with potential for continued industrial and mixed employment uses but does not currently represent a prime commercial destination.

Traffic Light Score	Consideration	Reasoning
4	**Availability of Workforce and Urban Relationship**	Ashmead Road and Unity Road Estate benefits from access to a relatively strong and diverse local labour pool, supported by its proximity to established residential areas along the Lower Bristol Road corridor and the wider Bath urban area, as well as connections to the broader travel-to-work area including Bristol and North East Somerset. The site is accessible by a range of sustainable transport modes, including bus and cycle routes, which supports workforce accessibility for a variety of employment uses, particularly those aligned with light industrial, trade, and service-based activities. These uses correspond well with the local skills profile, enabling the area to sustain operational and semi-skilled employment demand; however, the estate is less likely to attract significant levels of higher-skilled, knowledge-based employment compared to more central or higher-quality office locations. Workforce availability is considered to be a positive factor underpinning the site's continued viability as a functional employment location, although not one that would typically support a step change in employment density or value without wider improvements.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. However, feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[56] indicates that the site benefits from standard to ultrafast broadband coverage across the site (from 1Mbps to up to c220 Mbps) indicating inconsistent connectivity, the Think Broadband[57] recorded real-world speeds range between 189 – 290 Mbps, suggesting connectivity in the area is strong. A low voltage DNO distribution cable runs across the site along Broadmead Lane, alongside a tower to the north of Broadmead Roundabout, which are likely to require exclusion zones. However, the location

[56] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[57] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		of these features along the road is unlikely to restrict the developable area of the site, considering the site location it is considered the power could likely be easily connected to. As for the sites connectivity and servicing by utilities such as water and sewerage, it is understood that the statutory undertakers will operate under standard industry obligations to provide mains services to the development.
3	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA. A small parcel of deciduous woodland priority habitat is located within the south of the site, this should be preserved and mitigated against through the design of the proposal. In addition, areas of coastal and floodplain grazing marsh alongside lowland meadows are located adjacent to the north of the site. Manor Road Community Woodland Local Nature Reserve is situated 455 metres south of the site. The site is located within the impact risk zone of Stidham Farm SSSI which is situated 960 metres east. The majority of the site lies within flood zone 1, however areas of flood zones 2 and 3 run through the middle of the site. The environmental sensitivity of the site may pose constraints to the type and level of development.
5	**Heritage Constraints**	The site is not located within any historic designations. There are 2 listed buildings located within 100 metres of the site The Grade II listed 'Pixash Lane Bridge' (List Entry: 1384591) is located approximately 10 metres south of the site alongside 'Ellsbridge House' (List Entry: 1384590), approximately 36 metres south. As such, there are no major heritage considerations within or surrounding the site.
Summary	Ashmead Road is located on the north-eastern edge of Keynsham within the established urban area, with easy access to the A4 Keynsham Bypass and strong connectivity to Bath and Bristol. The site benefits from multiple established access points and good vehicular connectivity, although public transport accessibility is moderate and rail access is less convenient, with Keynsham station beyond comfortable walking distance. The site comprises an approximately 16.6 ha brownfield employment area in active use, forming part of a wider industrial cluster.	

Traffic Light Score	Consideration	Reasoning
		The importance of retaining and intensifying employment activity at Ashmead Road and Unity Road Estate is supported by previous studies commissioned by the council. The site demonstrates a stable and resilient employment function, supported by its location within an established industrial area and access to the Bristol–Bath corridor. While market demand is relatively strong for light industrial and service-based uses, the predominantly secondary quality of the existing stock and fragmented ownership may limit its ability to attract higher-value occupiers without comprehensive redevelopment. The site is subject to environmental constraints, including areas of flood risk, nearby priority habitats, and proximity to Green Belt land, alongside limited heritage sensitivities. Development would require appropriate mitigation and careful site planning. **In light of the above, it is considered that the site is <u>suitable</u> for employment development.** The site is recommended for *infill and uplift* as one of the principal established employment locations within Keynsham. Whilst there may be opportunities for incremental improvement and modernisation, the priority should be to retain and safeguard the existing employment function, supporting a range of industrial, trade and service-based businesses within the Bristol-Bath corridor.

Broadmead Lane Industrial Estate

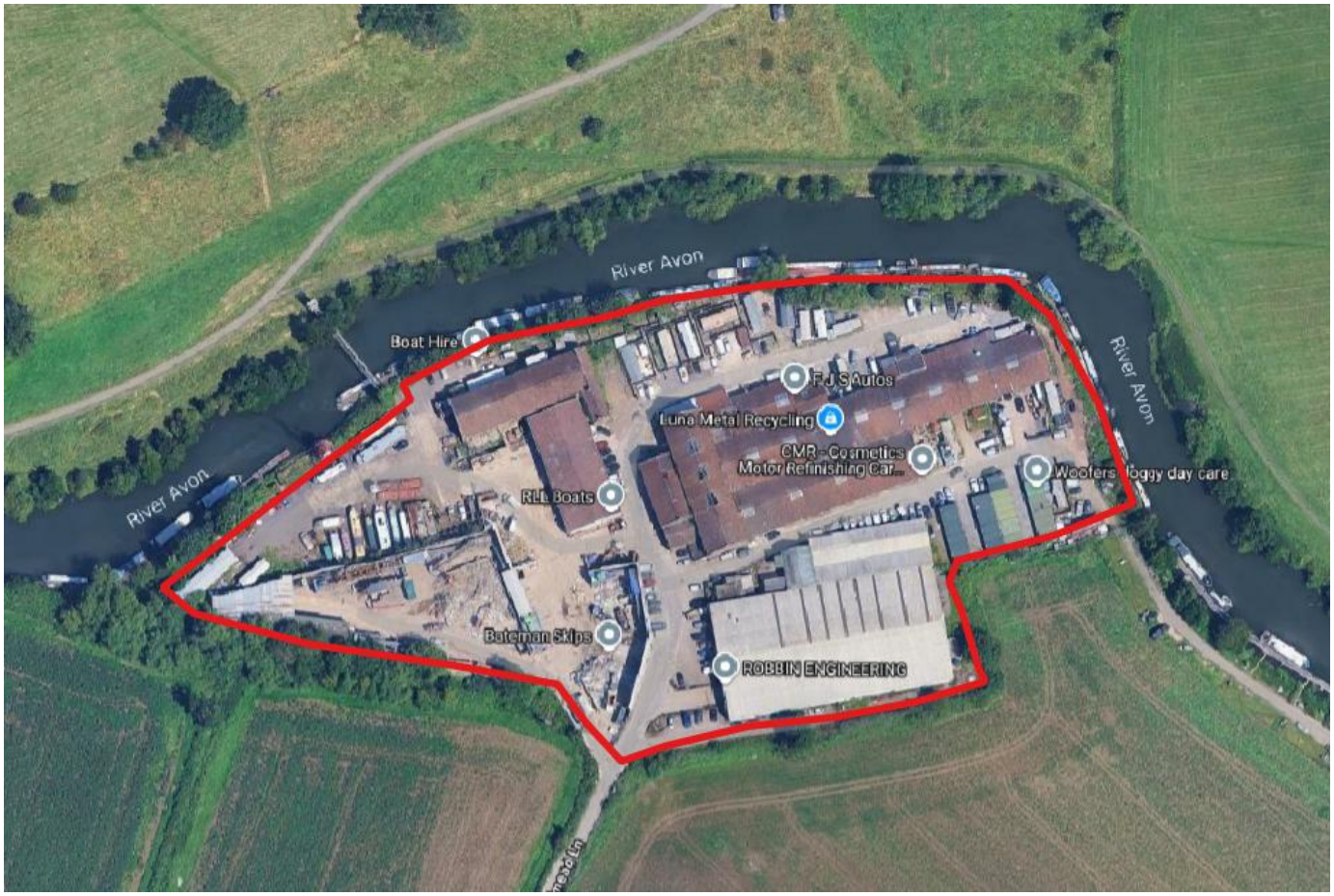


Figure 1.26 - Map of Broadmead Lane Industrial Estate site – Image showing the extent of the site outlined in red.

Table 1.26 – Appraisal of Broadmead Lane Industrial Estate site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located northeast of Keynsham, adjacent to the River Avon, and is accessible via Bath Road through Broadmead Lane. The site comprises an approximately 3 ha plot that features a number of commercial units centred around the former soap works (1881) – many of which associated with the dock. Development on this site would be brownfield in nature, accordingly.
2	**Placemaking Potential**	This site is located in a largely secluded location – being highly visible from the River Avon and nearby fields; however, highly secluded from artery and distributor roads. At current the site is occupied by a number of commercial and industrial uses that it is assumed would be redeveloped and intensified – barring the historic soap works. It is considered that the site offers some placemaking opportunities, with the potential for an attractive riverside development centred around the restored, historic soap works. However, at current, this potential is hampered by its isolated location and poor accessibility. These significant constraints would need to be overcome to realise the placemaking opportunity that this site presents. These challenges may be considered in more detail as a result of the site's relationship with the adjoining (residential led) site allocation for North Keynsham.
2	**Vehicular Access**	Vehicular access to the site is currently achieved via Broadmead Lane to the south, which operates as a local minor road. This route provides an indirect connection to the A4 via a nearby junction and roundabout, enabling access to the wider strategic road network. While this offers a functional route for vehicles, the reliance on a single minor road for access limits route choice and may constrain movements for larger vehicles or higher levels of servicing.
1	**Active Travel and Public Transport**	The site performs poorly in terms of sustainable transport accessibility. There are no railway stations or bus stops within immediate walking distance, limiting access to public transport options. The surrounding environment is predominantly rural, comprising agricultural and

Traffic Light Score	Consideration	Reasoning
	Access / Local Amenities	greenfield land, which does not support strong pedestrian or cycling connectivity for everyday trips. The River Avon runs immediately to the north of the site, further reinforcing physical separation from surrounding areas. There are no notable local amenities or community services within close proximity, meaning that most journeys are likely to rely on private vehicles.
3	**Character of Area and Uses**	Broadmead Lane Industrial Estate is characterised by a relatively small and secondary industrial environment, with a mix of light industrial, workshop, and storage uses accommodated in a variety of unit types. The estate has developed incrementally, leading to a degree of inconsistency in building quality and layout, and a somewhat constrained internal arrangement. The surrounding setting is rural, although within close proximity of other industrial uses.
4	**Commercial Market**	Broadmead Lane Industrial Estate occupies a secondary but established employment location within the Lower Bristol Road corridor, benefiting from proximity to Keynsham town centre and surrounding residential areas, as well as reasonable access to the wider highway network. The estate is characterised by a mix of light industrial, storage, and yard-based uses, providing affordable and functional accommodation that supports local business activity and small to medium-sized enterprises. While the site plays an important role in meeting demand for lower-cost and flexible employment space, its relatively constrained layout, variable building quality, and limited prominence are likely to restrict its appeal to higher-value occupiers or more intensive forms of development without significant intervention. As such, the estate is considered to hold a stable but largely secondary position within the local commercial market, with ongoing demand for industrial and service-based uses, but it does not represent a prime commercial destination.
4	**Availability of Workforce and Urban Relationship**	Broadmead Lane Industrial Estate benefits from access to a locally available labour pool, supported by its proximity to residential areas in Keynsham along with links to Bristol and Bath. The site is accessible via local road networks and public transport routes, supporting

Traffic Light Score	Consideration	Reasoning
		workforce access for a range of employment types typically associated with light industrial, storage, and service-based uses. These sectors align well with the local skills profile, helping to sustain occupier demand and business continuity. The workforce availability is considered a positive but not exceptional factor, supporting the site's continued role as a functional and locally serving employment location.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. However, feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[58] indicates that the site benefits from standard to ultrafast broadband coverage across the site (from 1Mbps to up to c220 Mbps) indicating inconsistent connectivity, the Think Broadband[59] recorded real-world speeds of around 180 Mbps, suggesting connectivity in the area is strong. A low voltage DNO distribution cable runs across the site, alongside a tower located just outside the southwest of the site boundary, which are likely to require exclusion zones. However, the location of these features along the entrance to the site is unlikely to restrict the developable area, considering the site location it is considered the power could likely be easily connected to. As for the sites connectivity and servicing by utilities such as water and sewerage, it is understood that the statutory undertakers will operate under standard industry obligations to provide mains services to the development.

[58] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[59] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
2	**Environmental Constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA and within the B&NES Green Belt. A parcel of coastal and floodplain grazing marsh priority habitat overlaps with the southeast corner of the site which will require an exclusion zone and conservation, multiple parcels of priority habitats are located within 1km of the site. The site is located within the SSSI Impact Risk Zone for the Cleeve Wood, Hanham SSSI, however this feature is located over 900 m from the site and therefore shouldn't form a significant constraint. There are no other environmental designations within 1 kilometre of the site. The site is wholly located in Flood Zone 3, which will need to be mitigated against through the design of development. The flood zone and Green Belt designations will form significant considerations in the development of the site.
4	**Heritage Constraints**	There are no heritage designations covering the site however, there are multiple listed buildings located in close proximity to the site including the Grade II listed 'Approximately 63 Yards of Retaining Wall To Wharf and Steps at Avonside Wharf (List Entry: 1116799) and 'Weighouse at Avonside Wharf' (List Entry: 1319756) which are located 35 metres and 87 metres north respectively.
Summary	Broadmead Lane is located to the north-east of Keynsham, adjacent to the River Avon, and is accessed via Broadmead Lane connecting to the A4. The site comprises a 3 ha brownfield employment area in a relatively secluded location, with limited visibility and connectivity to the wider highway network. Vehicular access is constrained by reliance on a single minor road, and public transport and active travel accessibility are poor, with limited proximity to services and amenities. The site performs a modest but stable employment function, supporting a mix of light industrial, storage, and workshop uses within a secondary industrial environment. While there is potential for redevelopment, including enhancement of the historic soap works and riverside setting, the site's constrained access, low prominence, and rural context limit its market attractiveness and suitability for higher value uses. The site is subject to significant environmental constraints, including Green Belt designation, flood zone 3, and priority habitats, which will require careful mitigation. Nearby listed structures also introduce some heritage sensitivity. Further intensification of the	

Traffic Light Score	Consideration	Reasoning
		site's industrial use would need to be considered in conjunction with the adjoining site allocation for major housing growth at North Keynsham. **In light of the above, it is considered that the site is potentially <u>suitable</u> for employment development, subject to significant environmental mitigation and access improvements.** The site is recommended for *protection*, reflecting its role within the local employment land portfolio despite its constraints. Whilst modest improvements and rationalisation may be achievable, the primary objective should be to retain employment activity and safeguard existing industrial accommodation.

Wansdyke Workshops, Unity Road, Keynsham



Figure 1.27 - Map of Wansdyke Workshops, Unity Road site – Image showing the extent of the site outlined in red.

Table 1.27 – Appraisal of Wansdyke Workshops, Unity Road site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the settlement of Keynsham, on its northern edge, and is accessible Unity Road. The site comprises an approximately 0.17 ha plot that currently features a number of commercial and industrial units. Development on this site would be brownfield in nature, accordingly.
3	**Placemaking Potential**	This site comprises a moderately visible plot, being secluded via a tunnel to the south; however, visible for passengers utilising the Bristol – Bath Mainline Railway, located south of the site. At current, the site comprises of a number of industrial and commercial units, which are not considered to be visually significant or well-designed. As such, this site provides opportunities to deliver a good placemaking improvement through the adoption of a high-quality and sustainable development in a moderately visible location. In regard to accessibility the site is constrained – relying on a single narrow road tunnel that is unsuitable for most HGVs and does not feature any pedestrian infrastructure. As such, it is considered that whilst the site itself represents a good placemaking opportunity, its poor accessibility considerably limits its potential. In light of this, the site has been graded 3 to reflect its mixed opportunities / constraints.
4	**Vehicular Access**	The site benefits from direct connectivity to the A4 via Unity Road to the south, providing access onto a key strategic route linking Bath and Bristol. This arrangement supports a high level of vehicular accessibility and enables efficient movement to the wider road network. The A4 bypass functions as a primary movement corridor and is capable of accommodating a range of vehicle types, including servicing traffic.
2	**Active Travel and Public Transport Access / Local Amenities**	The site has limited accessibility by sustainable modes. Keynsham railway station is within immediate walking distance, which provides a strong potential advantage in terms of rail connectivity. However, access to the station requires movement through industrial and commercial areas and across the A4 corridor, which reduces the quality and attractiveness

Traffic Light Score	Consideration	Reasoning
		of pedestrian routes. There are no bus stops in immediate proximity to the site, limiting public transport options beyond rail. The surrounding environment is predominantly commercial and industrial, with limited local amenities directly adjacent to the site, and the A4 bypass creates a hostile pedestrian environment. While Public Rights of Way and more accessible pedestrian routes exist beyond the site, connectivity to these is not direct or convenient. It is evident from the FENA 2025 Update report that Keynsham has the greatest proportion of its jobs filled by residents from outside the B&NES area. The Keynsham area is seen as an opportunity based on its stronger east to west road connectivity and rail links.
3	**Character of Area and Uses**	Wansdyke Workshops is characterised by a modest and functional cluster of employment units set within a broader industrial context along Unity Road, within generally utilitarian buildings. The site forms part of a wider employment area with a clearer industrial identity than more fragmented locations, although the quality and coherence of development vary. Its character is operational and practical, supporting a range of smaller businesses, but lacking the environmental quality or scale associated with more modern or high-profile business parks.
3	**Commercial Market**	Wansdyke Workshops, Keynsham occupies a small-scale and locally oriented employment site within an established industrial area, benefiting from proximity to Keynsham town centre and reasonable connectivity to both Bath and Bristol via the A4 corridor. The site accommodates a mix of light industrial, workshop, and storage uses suited to small and medium-sized enterprises. While this supports a degree of ongoing occupier demand, the modest scale, variable building quality, and limited prominence of the site constrain its wider market appeal and ability to attract higher-value occupiers. The FENA 2025 update demonstrates a decrease in manufacturing and construction and views Keynsham as a strong location for industrial demand alongside Bath which demonstrates a clear need for additional capacity.

Traffic Light Score	Consideration	Reasoning
4	**Availability of Workforce and Urban Relationship**	Wansdyke Workshops benefits from a reasonable relationship with the surrounding urban area, with established residential neighbourhoods in Keynsham providing access to a local labour pool and supporting workforce availability for a range of employment types. The site is relatively accessible via local road networks and benefits from proximity to the A4 corridor and public transport links, including bus services and nearby rail connections at Keynsham station, which support connectivity to the wider Bath and Bristol travel-to-work area. However, while accessibility is generally good, it is less immediate and integrated than more central locations, resulting in some reliance on car-based travel.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[60] indicates that the site benefits from superfast broadband coverage across the site (up to 220 Mbps) indicating average connectivity, similarly, the Think Broadband[61] which records real-world speeds are consistent in the wider area ranging from 180 - 290 Mbps nearby the site, suggesting strong connectivity in the area. There are low voltage DNO distribution cables crossing the centre of the site and a tower located to the north.
4	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA. It is situated within the Cleeve Wood, Hanham SSSI Impact Risk Zone, however this feature is over 1.3 km from the site and is unlikely to form a significant constraint. Manor Road Community Woodland Local Nature Reserve is located 970 metres south of the site. There are no priority habitats within the site, with the closest feature, a parcel of coastal and floodplain

[60] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[61] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		grazing marsh located 72 metres northeast. In addition, multiple parcels of coastal and floodplain grazing marsh and deciduous woodland priority habitat are located within 1km of the site The majority of the site is located within Flood Zone 1, however a proportion of the site to the north lies in Flood Zone 2. Due to the distance from sensitive environmental receptors, the site is unlikely to have significant constraints or impacts.
5	**Heritage Constraints**	The site is not covered by any heritage designations; there are no listed buildings within or within close proximity of the site. The closest asset is the Grade II listed 'Causeway and Lockbridge Northeast of Ile D'avov' (List Entry: 1116825) which is situated 358 metres northwest of the site. Therefore, the site is not constrained by heritage considerations.
Summary	Wansdyke Workshops is located on the northern edge of Keynsham, within the settlement boundary, and is accessed via Unity Road. The site comprises a small (0.17 ha) brownfield employment area in active use, situated within an established industrial context and benefiting from proximity to the A4 corridor and wider connections to Bath and Bristol. However, access to the site is constrained, relying on a single narrow tunnel route with limited suitability for larger vehicles and no pedestrian infrastructure. The site performs a modest but locally important employment function, supporting a mix of light industrial, workshop, and storage uses within a functional but relatively low-quality built environment. While its location within Keynsham supports access to a wider labour pool and market than more rural sites, the constrained access, limited prominence, and modest scale restrict its attractiveness to higher-value occupiers. Environmental constraints are limited overall, with only minor flood risk present, and there are no significant heritage constraints affecting the site. **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development, subject to access improvements and appropriate redevelopment.** The site is recommended for *infill and uplift*, reflecting opportunities to upgrade existing premises, improve site efficiency and support a modest increase in employment floorspace whilst retaining its established employment role.	

Existing Allocations

Land adjoining East Keynsham KE3A



Figure 1.28 - Map of Land adjoining East Keynsham site – Image showing the extent of the site outlined in red.

Table 1.28 – Appraisal of Land adjoining East Keynsham site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located east of Keynsham, adjacent to the settlement boundary, and is accessible via Bath Road and World's End Lane. The site comprises an approximately 8.66 ha plot that is currently primarily utilised by Keynsham Recycling Centre, as well as some limited commercial and agricultural uses. The site is currently allocated as part of the wider North Keynsham allocation within the emerging Local Plan and allocated in the existing Placemaking Plan (KE3A) to include around 20,000 sqm of employment floor space.
3	**Placemaking Potential**	This site (also considered as part of the wider North Keynsham scheme), provides opportunity for the extension of Keynsham's Settlement Boundary. Given the scale of the site, it is considered that appropriate green infrastructure and landscaping could be integrated as part of a scheme on this site. The site does wain somewhat given its distance from Keynsham and Saltford's town centres discouraging active travel adoption; however, pavements allow acceptable routes should these modes be chosen. In regard to visibility and prominence, the site would be located in a visible location along the A4, occupying key frontage along a strategic road and providing the opportunity to screen the light industrial buildings at the recycling centre to the rear. As such, whilst not an exemplary placemaking opportunity, an employment / mixed use development in this location could deliver placemaking benefits.
3	**Vehicular Access**	The site is not directly served by any A-road and is accessed via minor roads, with World's End Lane running along the southern boundary and Pixash Lane to the west. Pixash Lane provides an indirect connection to the A4, linking the site east–west between Bath and Bristol.
3	**Active Travel and Public Transport Access / Local Amenities**	There is no railway station within a 15-minute walking distance of the site. However, an operational east–west railway line runs directly along the northern boundary, which presents a potential long-term opportunity for a new station should future demand justify investment.

Traffic Light Score	Consideration	Reasoning
		Public transport provision in the immediate vicinity is limited. The nearest bus stops are located along the A4 approximately 300 metres from the site and are served by routes 39, X39 and the A4 Airport Flyer, providing strategic connections towards Bristol and other regional destinations. A range of local amenities is accessible on foot, including a nursery and a police station within ten minutes walking distance, as well as the Avon Valley Adventure Park and country park located immediately to the north.
3	**Character of Area and Uses**	The site is currently in use as a recycling centre and lies within a mixed edge-of-settlement context. Residential uses, green spaces and a care home are located to the south, greenfield land lies to the east, a commercial park is located to the west, and the Avon Valley country park adjoins the site to the north.
3	**Commercial Market**	Land adjoining East Keynsham occupies an edge-of-settlement location on the eastern side of Keynsham surrounded by an industrial park which contains a recycling centre in close proximity. The commercial appeal is limited by the local site uses. However, the site does sit on the Bristol-Bath corridor and has relatively good connections to both cities. This location is part of the proposed Strategic Development Location for North Keynsham.
4	**Availability of Workforce and Urban Relationship**	The site has a reasonable relationship with the existing urban area, being located adjacent to the eastern boundary of Keynsham and within proximity to established residential neighbourhoods. Housing areas within Keynsham provide access to a local workforce, and the site benefits from vehicular connections via Bath Road and World's End Lane. However, pedestrian and cycle connectivity between the site and the existing settlement is relatively limited, with access corridors requiring improvement to support sustainable commuting patterns. While the site's proximity to Keynsham supports some degree of integration, its edge-of-settlement position and current access arrangements result in a functional but not fully embedded relationship with the urban area.

Traffic Light Score	Consideration	Reasoning
3	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2km of the site, which currently shows moderate (orange) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from standard broadband coverage (up to c1 Mbps) suggesting low connectivity in the area, similarly, the Think Broadband[62] map does not currently indicate coverage suggesting the site is unlikely to be served by full fibre infrastructure at present and may rely on lower-speed broadband connections. There are no powerlines covering the site however, low voltage DNO cables and electricity towers lie adjacent to the site boundaries.
3	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA and is partially located within a NIA to the south. A parcel of traditional orchard priority habitat is situated within the southwestern of the site which will require consideration in the layout and impact of the proposed development. The site lies within the Stidham Farm SSSI Impact Risk Zone which is located 740 metres east of the site. Other environmental designations within 1 kilometre of the site include Manor Road Community Woodland 365 metres to the southwest alongside multiple parcels of priority habitat include deciduous woodland, traditional orchard priority habitat, coastal and floodplain grazing marsh and lowland meadows. The site is located within Flood Zone 1 and is therefore at low risk of flooding from rivers or seas. Due to the environmental designations present within and surrounding the site consideration will need to be taken to preserve and mitigate impacts of the proposed development.
4	**Heritage constraints**	The Site is not covered by any heritage designations and is surrounded by limited heritage features. The closest listed building is the Grade II listed 'Pixash Lane Bridge' (List Entry: 1409197) which is situated approximately 13 metres northwest of the site. This site is an existing allocation it has been detailed in the existing Bath and Northeast Somerset Local

[62] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		Plan 2 Volume 3: Core Strategy & Placemaking Plan (adopted July 2017)[63] under Policy KE3b, as the site has limited heritage value this policy focuses on potential use of the land, however, highlights the preservation of the roman road alignment and any surviving remains
Summary	The East Keynsham site is located on the eastern edge of Keynsham, adjacent to established residential areas but outside the town centre and principal employment locations. The site benefits from road access via Bath Road and connections to the wider local network, providing reasonable accessibility to Keynsham and nearby settlements. However, public transport provision and active travel connectivity are more limited than for centrally located or city-centre sites, and access is more reliant on private vehicles. The site offers potential to support local employment or mixed-use development that complements Keynsham's role as a secondary centre within B&NES. Direct access to the A4 makes the site attractive to a variety of occupiers, as evidenced by the proliferation of light industrial and mixed employment businesses to the west of the site. The site's proximity to surrounding housing provides access to a local workforce, although its edge-of-settlement position limits its wider economic reach. The site is not subject to the same level of heritage sensitivity as Bath city-centre locations, but its peripheral position and relationship with adjoining residential areas require careful consideration of layout, access, and amenity impacts. **In light of the above, it is considered that the site is <u>suitable</u> for employment development.** The site is recommended for *infill* as part of a comprehensive employment-led scheme that integrates with the wider North Keynsham proposals. Development should seek to deliver modern employment floorspace and maximise the site's contribution to the Bristol-Bath growth corridor.	

[63] https://www.bathnes.gov.uk/sites/default/files/2020-02/cs_pmp_vol_3_keynsham_compressed.pdf

Riverside and Fire Station



Figure 1.29 - Map of Riverside and Fire Station site – Image showing the extent of the site outlined in red.

Table 1.29 – Appraisal of Riverside and Fire Station site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located close to the centre of Keynsham, within a predominantly commercial area, and is accessible via Temple Street. The site comprises a 0.08 ha disused plot which previously featured a (now derelict) fire station and is therefore brownfield in nature. The site is currently allocated as part of the emerging Local Plan and the existing Place Making Plan (KE2b) to include a minimum of 2,500sqm (GIA) office floorspace.
4	**Placemaking Potential**	This site provides an opportunity to redevelop a derelict and visually detrimental site in a prominent location along Temple Street. The site benefits from its adjacency to a number of other employment designations and an existing population within the vicinity; as well as appropriate access opportunities and pedestrian infrastructure along Temple Street and others in the vicinity. Redevelopment of this site would function to significantly improve the visual amenity of the area through the removal of detrimental derelict land. Notwithstanding this, it is noted that given the limited size of the site, green infrastructure and placemaking features may be harder to integrate as part of any future development. Overall, the site is considered to have good placemaking credentials that are likely to enhance the local area.
3	**Vehicular Access**	The site is located adjacent to Temple Street to the west, which provides an indirect connection to the A4 Keynsham bypass and onward links to Bath and Bristol. Additional connectivity is provided via a through route to the east which connects the site to Bath Hill, supporting local circulation within Keynsham. While the site does not directly front the A4, its proximity to the bypass provides reasonable vehicular accessibility for local and sub-regional movements.
4	**Active Travel and Public Transport Access / Local Amenities**	Public transport accessibility is strong, with bus stops located along Bath Hill serving routes 17, 39, 42, 43, 522 and K1, offering frequent connections within Keynsham and to surrounding settlements. A further bus stop on Temple Street provides access to route 43. The site is also located approximately 10 minutes walking distance of Keynsham railway

Traffic Light Score	Consideration	Reasoning
		station, which provides regular rail services to Bath and Bristol. The site neighbours Keynsham Civic Centre to the north and the Keynsham Leisure Centre to the south.
3	**Character of Area and Uses**	The immediate surrounding environment is characterised by a mix of residential, commercial and community service uses, sitting between the Keynsham Civic Centre, and the Keynsham Leisure centre, while mixed residential and commercial development with active frontage lies to the west close to Keynsham High Street.
4	**Commercial Market**	The Riverside Fire Station site occupies a central location within Keynsham, situated in an established commercial area close to the town centre. Its proximity to existing services, retail, and transport connections support some market appeal for small-scale office, workspace, or mixed-use commercial development. However, Keynsham is not currently recognised as a major employment hub, and the site's limited size and constrained urban context restrict its ability to accommodate larger or more intensive employment uses. As such, while the site has potential to support viable, locally focused employment uses, it is unlikely to attract prime occupiers or achieve higher commercial values.
4	**Availability of Workforce and Urban Relationship**	The site has a good relationship with the surrounding urban area and benefits from immediate proximity to Keynsham town centre and nearby residential neighbourhoods. Housing areas within walking and cycling distance provide access to a local workforce, and the site is well connected by established pedestrian routes and public transport services serving Keynsham. Its town-centre location supports sustainable commuting patterns and enables easy access to services and amenities for employees. While the site does not benefit from extensive regional connectivity or a large catchment, its integration within the existing settlement ensures adequate workforce availability suitable for small-scale employment uses.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. The Ofcom mobile and broadband

Traffic Light Score	Consideration	Reasoning
		checker indicates that the site benefits from ultrafast broadband coverage (up to c220 Mbps) suggesting strong connectivity in the area, similarly, the Think Broadband map records high-speed connectivity yet this is subject to site-specific confirmation. No powerlines constrain the site; however a low voltage DNO cable lies adjacent to the north.
4	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA. The site lies within the multiple SSSI Impact Risk Zones with the closest being the Cleeve Wood, Hanham SSSI situated approximately 1.7 metres north of the site and Bickley Wood SSSI, which is located 1.79 metres northwest of the site. Multiples parcels of deciduous woodland priority habitat are located within 1 kilometre of the site with the closest parcel 45 metres southeast. There are no other environmental designations within 1 kilometre of the site. The site is located within Flood Zone 1 and is therefore at low risk of flooding from rivers or seas. The site is covered by limited constraints that should be considered in the proposed development, however, do not pose a fundamental risk.
3	**Heritage Constraints**	The Site is located within Keynsham Conservation Area. The closest designated assets include the Grade II listed 'The Trout Tavern' (List Entry: 1384643) 40 metres to the south and '2, Temple Street' (List Entry: 1384641) 98 metres to the northwest. The majority of the listed buildings are located to the north of the conservation area along High Street. The nearest archaeological feature is 'The Abbey' (List Entry: 1005416), situated 346 metres to the north of the Site. This site is an existing allocation it has been detailed in the existing Bath and Northeast Somerset Local Plan 2 Volume 3: Core Strategy & Placemaking Plan (adopted July 2017)[64] under Policy KE2b which highlights that the area surrounding the site negatively impacts the CA. The proposed Development should aim to achieve high-quality design that enhances the CA and its setting.

[64] https://www.bathnes.gov.uk/sites/default/files/2020-02/cs_pmp_vol_3_keynsham_compressed.pdf

Traffic Light Score	Consideration	Reasoning
Summary	Riverside Fire Station occupies a central location within Keynsham, close to the town centre and adjacent to established commercial, community, and residential uses. The site benefits from good accessibility, with strong pedestrian connections to the High Street, local services, and nearby residential neighbourhoods, as well as access to public transport services serving Keynsham and the wider area. Its location within the existing settlement supports sustainable travel patterns and offers convenient access to local amenities. The site presents an opportunity for small-scale employment-led or mixed-use redevelopment appropriate to its town-centre context. While it does not form part of a strategic employment cluster and is limited in size and capacity, its brownfield status and central location support modest commercial or workspace uses that complement Keynsham's role as a local service centre. As suggested in the FENA 2025 report the site presents an opportunity for redevelopment in line with the neighbouring site which was recently developed to provide a mixed-use office and retail scheme, The site is well related to surrounding housing areas, providing access to a local workforce within walking and cycling distance, though its economic reach is primarily local in nature. The site is located within a conservation area and will require careful consideration of design, access, and amenity impacts. **In light of the above, it is considered that the site is <u>suitable</u> for employment development.** The site is recommended for *infill,* reflecting the opportunity to bring a vacant brownfield site back into productive use through the delivery of modern office, professional and commercial accommodation appropriate to its town-centre location.	

Proposed Draft Local Plan Allocations

East Whitchurch Village



Figure 1.30 - Map of East Whitchurch Village site – Image showing the extent of the site outlined in red.

Table 1.30 – Appraisal of East Whitchurch Village site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located to the east of Whitchurch, adjacent to the settlement boundary and Bristol Road (A37). The site comprises an approximately 35.9 ha parcel, currently comprising primarily agricultural land and therefore greenfield in nature. The site is not currently allocated for employment land as part of the emerging Local Plan.
4	**Placemaking Potential**	As a substantial greenfield site, there is an opportunity to deliver a wide range of uses and a form of development that has a significant impact on the prevailing character. The immediate context in Whitchurch suggests that this would be predominantly residential-led, although there are small-scale light industrial uses on the edge of the existing urban area. The scale of potential development offers significant placemaking potential through the delivery of an appropriate mix of uses and integrated green infrastructure, and the potential to deliver amenities that would benefit the wider settlement of Whitchurch. Notwithstanding this, it is acknowledged that the site would comprise a significant urban extension, representing an approximately 133% increase to the size of the village.
4	**Vehicular Access**	The site adjoins a trunk road connecting to Bristol (A37). Its proposed external connections and internal roads would be appropriate and ensure easy access for all vehicles.
2	**Active Travel and Public Transport Access / Local Amenities**	At present, Whitchurch offers a limited array of local facilities and amenities. Accordingly, development offers a unique opportunity to provide significant betterment in this regard.
3	**Character of Area and Uses**	Whitchurch currently comprises of mainly residential land with very few commercial uses.

Traffic Light Score	Consideration	Reasoning
2	**Commercial Market**	Whitchurch is not a recognized employment hub, and demand for employment land here is minimal compared to the Bath-Bristol corridor or Keynsham. Any employment development on this site should be ancillary in nature and its type driven by local requirements.
4	**Availability of Workforce and Urban Relationship**	The site is located adjacent to existing housing sites and represents a logical urban extension; however, efforts would need to be taken to improve permeability to the west to improve the sites integration into the existing settlement. Current access corridors are largely from Queen Charlotte Lane that crosses the site and this connection has limited pedestrian facilities that would need to be improved.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2 km of the site, which currently shows high (green) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c220 Mbps) suggesting moderate to high connectivity in the area, however, the Think Broadband recorded real-world speeds are more variable suggesting connectivity in the area may be moderate and inconsistent, this is subject to site-specific confirmation No powerlines constrain the site and considering the site location it is considered the power could likely be easily connected to.
4	**Environmental constraints**	The site is located within the Green Belt and so its development would be subject to the tests set out in national policy. The site is also situated within the Bristol, Avon Valleys and Ridges NCA. The site is located within the multiple SSSI Impact Risk Zones, however; no sensitive receptors are located within 2km of the site. A site of Traditional orchard priority habitat is located 30 metres south of the site. Other receptors within 1 km of the site include Stockwood Open Space, located 880 metres to the north. The site is located within Flood Zone 1 and is therefore, at low risk of flooding from rivers and seas. The site is covered by limited constraints

Traffic Light Score	Consideration	Reasoning
		that should be considered in the proposed development, however, do not pose a fundamental risk.
3	**Heritage Constraints**	The site is not located within any heritage designations. The closest heritage designations include the grade II listed 'Milestone At National Grid Reference St 6198 6703' (List Entry: 1365674) directly adjacent to the site. The Queen Charlton Conservation Area situated 830 metres east. Significant green buffer required to eastern edge, to protect views from Queen Charlton Conservation Area. Development in location less than substantial harm in heritage and landscape terms.
Summary	East Whitchurch is located on the eastern edge of the village of Whitchurch, adjacent to the A37 corridor and outside the main urban areas of Bath and Keynsham. The site benefits from road access to Bristol via the strategic highway network; however, public transport provision, active travel connectivity, and access to local services are currently limited. The site lies in a predominantly rural and residential context, with Whitchurch providing a relatively small settlement base and limited employment infrastructure. The site does not form part of an established employment cluster and Whitchurch does not function as an employment centre within the authority. As a result, demand for employment-led development in this location is likely to be very limited. The site lacks agglomeration benefits, workforce scale, and market visibility and is unlikely to attract sustained interest from commercial occupiers, particularly for higher-value or office-based uses. Any employment activity would be modest in scale and largely dependent on a wider residential-led or mixed-use development to support viability. Access to a workforce would be primarily local, resulting in a constrained catchment. The site is subject to Green Belt considerations and its development would represent a substantial expansion of the existing settlement, requiring careful assessment of national policy tests, landscape, character, and mitigation impacts. **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development.** The site is recommended for *redevelopment* only as part of a wider mixed-use scheme, with employment provision focused on meeting local needs and complementing residential-led growth rather than creating a standalone employment destination.	

North Keynsham



Figure 1.31 - Map of North Keynsham site – Image showing the extent of the site outlined in red.

Table 1.31 – Appraisal of North Keynsham site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located northeast of Keynsham, adjacent to the settlement boundary and currently accessed via Pixash Lane. The site comprises an approximately 118.3 ha plot that is currently utilised for a range of uses, principally of which comprise agricultural, and leisure (Avon valley Adventure Park). The site is a mixture of greenfield and brownfield land and a number of existing uses would need to be demolished to facilitate the development. The site is not currently allocated for employment land as part of the emerging Local Plan. The site does include some land that was included within the assessment as Land adjoining East Keynsham KEA3. It should also be noted that a gas pipeline crosses the east of the site constraining development on a portion of the site.
3	**Placemaking Potential**	This site represents an opportunity for a significant extension to the existing settlement boundary of Keynsham. Given the scale of the site, there is a clear opportunity to shape a comprehensive development that incorporates an appropriate mix of land uses alongside green infrastructure, landscaping, active travel networks. The relationship with the River Avon to the north provides significant placemaking opportunities along the northern fringe of the site, though industrial neighbours to the south and west require a considered response. Successfully integrated the site with the existing settlement with be central to the successful delivery of major development and significant investment in infrastructure networks and connectivity will be critical, including improvements to north/south routes that traverse the railway and connect the site to Keynsham and the strategic road network.
3	**Vehicular Access**	The site is located in close proximity to the A4, the Bristol and Bath Cycle Path and Keynsham Railway Station, providing direct access to Bath and Bristol by public transport and active travel modes. It should, however, be acknowledged that access to the site will require the development of new roads and bridges to cross the Great Western Main Line which currently

Traffic Light Score	Consideration	Reasoning
		constrains access from the south significantly. As planned, his would be a significant and expensive infrastructure upgrade to facilitate.
3	**Active Travel and Public Transport Access / Local Amenities**	A range of community and leisure facilities at the centre of the development, including a primary school, retail provision, community facilities, and the opportunity to provide a cultural facility, such as a hall with theatre, for use by local communities. The availability and frequency of public transport services, particularly bus services, is currently dependent on external funding, which is subject to ongoing review and cannot be guaranteed over the plan period.
4	**Character of Area and Uses**	The site currently features the existing IJ McGill Transport site that is proposed to be retained and potentially intensified. In addition, two industrial estates exist on the south and western edges which are proposed to be extended as part of the proposals. Notwithstanding this, it should also be noted that the site sits within proximity of a number of residential uses within Keynsham. The site has therefore been graded as it sits across the Avon Valley Adventure Park as an established commercial use.
4	**Commercial Market**	The site is located on a key economic corridor between Bristol and Bath and within the designated 'Bristol and Bath Growth Zone' which will be subject to significant infrastructure improvements and collaboration between Bath and Bristol Authorities. Discussions with stakeholders, as well as evidence from the Future Economic Needs Assessment Update (May 2025) have indicated that this region is of high interest and demand for additional employment land, and that Keynsham itself is also in need of approximately 36,000spm of employment land.
3	**Availability of Workforce and Urban Relationship**	The site is located within the wider surrounds of housing sites in the south and west, connected to the site via the small tunnels and bridges crossing the Great Western Railway Mainline. At current, these connections are insufficient to appropriately link the site to existing developments. It is understood that significant infrastructure improvements will be

Traffic Light Score	Consideration	Reasoning
		implemented accordingly to overcome this limitation. Further it should be noted that the significant provision of residential land on the site would also provide significant levels of workforce availability.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2km of the site, which currently shows moderate (orange) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from standard broadband coverage (up to c220 Mbps) suggesting moderate to high connectivity in the area, however, the Think Broadband[65] map does not currently indicate coverage suggesting the site is unlikely to be served by full fibre infrastructure at present and may rely on lower-speed broadband connections. There are low voltage DNO cables and towers located within the site.
2	**Environmental constraints**	The site is located within the Green Belt, and the development of the site would need to be considered in the context of national Green Belt policy tests. Development would also require the relocation of Avon Valley Wildlife Park or green infrastructure interventions of a comparable scale. The site is located within the Bristol, Avon Valleys and Ridges NCA. Multiple parcels of priority habitat are located within the site including coastal and floodplain grazing marsh, traditional orchard priority habitat and deciduous woodland priority habitat. Broadmead Field SNCI and River Avon SNCI located within the site boundary alongside Stidham Farm SSSI and SNCI which are located to the east of the site in addition to, Manor Road Community woodland which is situated 370 metres southwest of the site. The majority of the site lies within Flood Zone 1 to the south; however, the north of the site is covered by flood zones 2 and 3. Location within a Local Nature Recovery Strategy Focus Area of Nature Recovery provides significant opportunities for nature recovery and wetland habitat within

[65] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		areas located in Flood Zone 3. The environmental sensitivity of the site may pose constraints to the type and level of development.
3	**Heritage Constraints**	The site is located within Keynsham Conservation Area and the WHS indicative extent, as such the proposal would require additional design considerations. There are 7 listed buildings within 100 metres of the site boundary, The Grade II listed 'Pixash Lane Bridge' (List Entry: 1384591) is located approximately 5 metres south of the site alongside 'Avon House' (List Entry: 1409197), approximately 7 metres south. The Abbey Schedule Monument is situated approximately 185 metres west of the site. As such, the proposed development should take into account the character and setting of both the CA and surrounding heritage designations.
Summary	North Keynsham is located on the northern edge of Keynsham, adjacent to the Bristol–Bath corridor and within relative proximity of the A4 and Keynsham railway station. The site offers strong theoretical connectivity between Bath and Bristol, but access is currently constrained by the railway line and would require significant new infrastructure to achieve effective integration with the existing settlement. The site lies beyond the established urban boundary and occupies a large and sensitive landscape area. The site has greater long-term employment potential than other edge-of-settlement locations due to its position within the Bristol–Bath growth corridor and proximity to Keynsham. However, delivery of employment uses would be highly dependent on substantial residential development and major infrastructure investment to overcome access, connectivity, and severance constraints. While market demand along the corridor is stronger than in the Somer Valley, employment provision at North Keynsham would need to be carefully phased, with early delivery likely to focus on local or relocation-based employment rather than immediate strategic delivery. The site is subject to Green Belt, environmental, and heritage constraints, including proximity to the River Avon corridor and Keynsham Conservation Area. Development would need to accord with national policy tests around Green Belt development and demonstrate comprehensive mitigation and place-making. **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development,** subject to appropriate environmental mitigation. North Keynsham is likely to be capable of accommodating employment as	

Traffic Light Score	Consideration	Reasoning
		part of a large, mixed-use urban extension, which could contain new office opportunities, as well as light industrial and distribution employment spaces, and local retail and services.

Ashton Way and the Labbott Car Parks, Keynsham

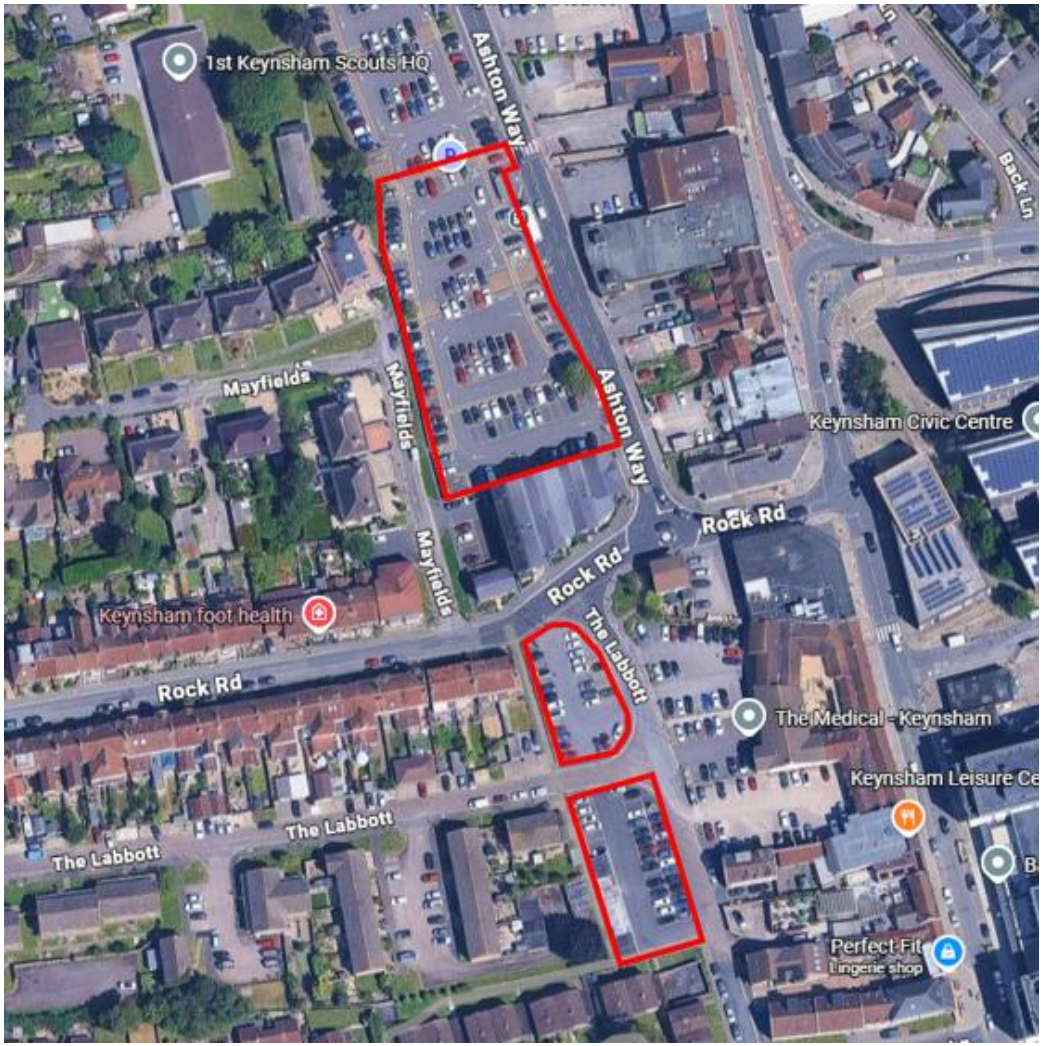


Figure 1.32 - Map of Ashton Way and Labbott Car Park sites – Image showing the extent of the site[s] outlined in red.

Table 1.32 – Appraisal of Ashton Way and Labbott Car Park sites with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the centre of Keynsham, adjacent to Rock Road, Ashton way, and The Labbott. The site comprises an approximately 0.49ha combined plot that is currently utilised as car parking. The site is brownfield land, and parking would need to be removed to facilitate redevelopment. The site is not currently allocated for employment land as part of the emerging Local Plan.
4	**Placemaking Potential**	This site provides an opportunity to redevelop a number of visually and socially detrimental car parks in a prominent location within the town centre. The site benefits from its adjacency to a number of other employment designations and an existing population within the vicinity; as well as appropriate access opportunities and pedestrian infrastructure along roads in the vicinity. Redevelopment of this site would function to significantly improve the visual amenity of the area through the removal of visually uninteresting urban form. Notwithstanding this, it is noted that given the limited size of the site, green infrastructure and placemaking features may be harder to integrate as part of any future development. Overall, the site is considered to have good placemaking credentials that are likely to enhance the local.
3	**Vehicular Access**	The site is located adjacent to Rock Road and Ashton Way, which provides an indirect connection to the A4 Keynsham bypass and onward links to Bath and Bristol. While the site does not directly front the A4, its proximity to the bypass provides reasonable vehicular accessibility for local and sub-regional movements.
4	**Active Travel and Public Transport Access / Local Amenities**	Public transport accessibility is strong, with Ashton Way bus stop located adjacent to the site serving routes 17, 39, 42, 43, 522, K1, and K2, offering frequent connections within Keynsham and to surrounding settlements. The site is also located approximately 10 minutes walking distance of Keynsham railway station, which provides regular rail services to Bath and Bristol. The site is located nearby the Keynsham Civic Centre and the Keynsham Leisure Centre.

Traffic Light Score	Consideration	Reasoning
4	**Character of Area and Uses**	The immediate surrounding environment is characterised by residential to the west and commercial to the east. With community services, such as the Keynsham Civic Centre and the Keynsham Leisure centre, within the wider surrounds. As such it is considered that the site comprises of a logical extension of the town centre.
4	**Commercial Market**	The site occupies a central location within Keynsham, situated in an established commercial area close to the town centre. Its proximity to existing services, retail, and transport connections support some market appeal for small-scale office, workspace, or mixed-use commercial development. However, Keynsham is not currently recognised as a major employment hub, and the site's limited size and constrained urban context restrict its ability to accommodate larger or more intensive employment uses. As such, while the site has potential to support viable, locally focused employment uses, it is unlikely to attract prime occupiers or achieve higher commercial values.
4	**Availability of Workforce and Urban Relationship**	The site has a good relationship with the surrounding urban area and benefits from immediate proximity to Keynsham town centre and nearby residential neighbourhoods. Housing areas within walking and cycling distance provide access to a local workforce, and the site is well connected by established pedestrian routes and public transport services serving Keynsham. Its town-centre location supports sustainable commuting patterns and enables easy access to services and amenities for employees. While the site does not benefit from extensive regional connectivity or a large catchment, its integration within the existing settlement ensures adequate workforce availability suitable for small-scale employment uses.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2km of the site, which currently shows moderate – high (amber/green) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c220 Mbps) suggesting strong connectivity in the area, similarly, the Think Broadband map

Traffic Light Score	Consideration	Reasoning
		records high-speed connectivity yet this is subject to site-specific confirmation. No powerlines constrain the site.
4	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA. The site lies within the multiple SSSI Impact Risk Zones with the closest being the Cleeve Wood, Hanham SSSI situated approximately 1.5 metres north of the site and Bickley Wood SSSI, which is located 1.6 metres north of the site. Multiples parcels of deciduous woodland priority habitat are located within 1 kilometre of the site with the closest parcel 135 metres east. There are no other environmental designations within 1 kilometre of the site. The site is located within Flood Zone 1 and is therefore at low risk of flooding from rivers or seas. The site is covered by limited constraints that should be considered in the proposed development, however, do not pose a fundamental risk.
3	**Heritage Constraints**	The Site is located to the west of Keynsham Conservation Area across Ashton Way and the Labbott Road which act as the western boundary for the extent of the CA. The closest designated assets include the Grade II listed '2, Temple Street' (List Entry: 1384641) 37 metres to the east, '64 and 66 High' (List Entry: 1384626) 50 metres to the northeast, and 'The Trout Tavern' (List Entry: 1384643) 58 metres to the east. The majority of the listed buildings are located to the east of the site within the conservation area. The nearest archaeological feature is 'The Abbey' (List Entry: 1005416), situated 317 metres to the northeast of the Site. The proposed development should aim to achieve high-quality design that enhances the CA and its setting.
Summary	Keynsham Town centre occupies a central location within Keynsham, close to the town centre and adjacent to established commercial and residential uses. It is situated in the Bristol-Bath corridor. The site benefits from good accessibility, with strong pedestrian connections to the High Street, local services, and nearby residential neighbourhoods, as well as access to public transport services serving Keynsham and the wider area. Its location within the existing settlement supports sustainable travel patterns and offers convenient access to local amenities.	

Traffic Light Score	Consideration	Reasoning
		The site presents an opportunity for employment-led or mixed-use redevelopment appropriate to its town-centre context. While it does not form part of a strategic employment cluster and is somewhat limited in size and capacity, its brownfield status and central location support commercial or workspace uses that complement Keynsham's role as a local service centre. This site has been put forward as part of the Local Plan Options Document and identified as a highly sustainable location with commercial demand for office led development. As suggested in the FENA 2025 report the site presents an opportunity for redevelopment in line with the neighbouring site which was recently developed to provide a mixed-use office and retail scheme. Previous studies identified employment need have identified Keynsham as the second strongest market location for offices in B&NES. The site is well related to surrounding housing areas, providing access to a local workforce within walking and cycling distance, though its economic reach is primarily local in nature. The site is located within a conservation area and will require careful consideration of design, access, and amenity impacts. **In light of the above, it is considered that the site is <u>suitable</u> for employment development,** such as office, local service and professional uses, and limited community or commercial activities. The site is recommended for *redevelopment* as an attractive location in Keynsham Town Centre.

Durley Farm



Figure 1.33 - Map of Durley Farm site – Image showing the extent of the site outlined in red.

Table 1.33 – Appraisal of Durley Farm site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located northwest of Keynsham, approximately 500m from the edge of the urban area and is currently accessed via Durley Hill (A4175). This greenfield site occupies approximately 3.5 ha and is currently utilised as agricultural land.
4	**Placemaking Potential**	This site represents an opportunity for a new employment site along the A4 corridor. The scale of the site provides an opportunity to incorporate appropriate green infrastructure and landscaping through any proposed development, as demonstrated by the neighbouring Hicks Gate Dire Station. Proximity to Keynsham means the site is relatively accessible to the working population and, notwithstanding its location outside the urban area, there is pedestrian access via Durley Hill. As such, it is considered that the site features good placemaking potential with adequate space for placemaking features.
4	**Vehicular Access**	The site is located adjacent to the A4 and as such has excellent connectivity. However, the site does not benefit from an existing access, which would need to be developed off of Durley Hill.
3	**Active Travel and Public Transport Access / Local Amenities**	Given the location of the development the site is somewhat limited in regard to alternative transport opportunities and services. The site is located nearby 'Keynsham Cemetery' bus stop with is serviced by the no. 39, 43, and 522 routes. In regard to local services the closest cafes, pubs and shops are located within Keynsham, approximately 800m from the site.
2	**Character of Area and Uses**	The site is located within a rural context with a number of farms and some cottages within vicinity. It is however acknowledged that a fire service is located to the west of the site, and an existing commercial use to the east. At present, the site could not be described as being located in a commercial context.

Traffic Light Score	Consideration	Reasoning
4	**Commercial Market**	The site is located on a key economic corridor between Bristol and Bath and within the designated 'Bristol and Bath Growth Zone' which will be subject to significant infrastructure improvements and collaboration between WECA, B&NES, Bristol City Council and other partners. Discussions with stakeholders, as well as evidence from the FENA Update (May 2025) have indicated that this region is of high interest and demand for additional employment land, and that Keynsham itself is also in need of approximately 36,000spm of employment land. Comparable sites to the west around Brislington and east along Bath Road host a range of industrial, light industrial and warehousing/logistics businesses.
3	**Availability of Workforce and Urban Relationship**	The site is located approximately 500m beyond the existing edge of urban Keynsham, with housing to the south and east, and is approximately 2km to the east of urban Bristol. Site access would be via Durley Hill – an A-road with some active travel infrastructure – though the adjacency to the Keynsham Bypass provides direct vehicular access. At current, this access corridor is impractical; however, usable. While this provides access to the workforce, the site remains relatively isolated.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2km of the site, which currently shows high (green) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from standard to superfast broadband coverage (up to c35 Mbps) suggesting moderate to high connectivity in the area, however, the Think Broadband[66] map does not currently indicate coverage suggesting the site is unlikely to be served by full fibre infrastructure at present and may rely on lower-speed broadband connections. There are no cables or towers obstructing the site.

[66] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
3	**Environmental constraints**	The site is located within a sensitive area of the Green Belt and the development of the site would be subject to the tests set out in national policy The site is located within the Bristol, Avon Valleys and Ridges NCA. There are no priority habitats located within the site boundary however, the site is within close proximity to parcels of traditional orchard and deciduous woodland priority habitat, located to the east. The Site is located within the Nature Recovery Network for Woodland which places emphasis on the enhancement of ecological assets within and surrounding the site. Approximately 50% of the western extent of the site is covered by historic landfill. Further geo-environmental designations may be required to assess contamination and stability risks. The Site is not covered by any statutory designations, however, the site lies within the SSSI IRZ for Bickley Wood SSSI which is located 552 metres north of the site alongside the Avon Valley Woodland SNCI located approximately 630 metres north of the site. The site lies wholly in Flood Zone 1 and is therefore, at low risk of fluvial flooding. The environmental sensitivity of the site may pose constraints to the type and level of development.
4	**Heritage Constraints**	The site is not covered by any heritage designations and is not located within or in close proximity to a conservation area. There is one listed building located within proximity of the site boundary, the Grade II listed 'Durley Cottage' (List Entry: 1384612) situated approximately 80 metres southeast of the Site. The majority of listed buildings within proximity of the site are accumulated to the southeast including the Grade II listed 'Durley Lane Bridge' (List Entry: 1409195) and 'Mortuary Chapels at Keynsham Cemetery' (List Entry: 1384613). The Roman Settlement at Keynsham Hams, former Cadbury's Factory Scheduled Monument lies approximately 870 metres east of the site. There are limited heritage assets which will pose a constraint to the proposal however the character and setting of the listed building should be taken into account.
Summary	Durley Farm is located northwest of Keynsham, adjacent to the Bristol–Bath corridor and the A4 and is approximately 1.5km from Keynsham railway station. The site offers strong connectivity between Bath and Bristol, making the site desirable for a range of operators. The scale of the site provides flexibility to accommodate different employment uses	

Traffic Light Score	Consideration	Reasoning
		within a landscaped setting and the existing vegetation on the site perimeter provides screening in local views. However, the site lies beyond the established urban boundary limiting easy access to shops and services, as well as occupying a sensitive Green Belt location. The site has high long-term employment potential due to its position within the Bristol–Bath growth corridor and proximity to the M4 and Keynsham. Given the site's location in the Greem Belt, the release of this site for employment purposes would need to accord with the exceptional circumstances set out in national policy. **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development**. Durley Hill is recommended for *redevelopment* and is considered likely to be capable of accommodating employment uses, which could contain new office and research and development opportunities, as well as light industrial and distribution employment spaces.

Devonport House



Figure 1.34 - Map of Devonport House site – Image showing the extent of the site outlined in red.

Table 1.34 – Appraisal of Devonport House site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located northwest of Keynsham, away from the settlement boundary and currently accessed via Durley Park, off of Durley Hill (A4175). This brownfield site occupies a 1.38 ha plot that is currently in office use and known as 'Devonport House'.
4	**Placemaking Potential**	This site represents an opportunity for a new employment site along the A4 corridor. The scale of the site provides an opportunity to incorporate appropriate green infrastructure and landscaping through redevelopment or intensification. Proximity to Keynsham means the site is relatively accessible to the working population and, notwithstanding its location outside the urban area, there is pedestrian access via Durley Hill. As such, it is considered that the site features good placemaking potential with adequate space for placemaking features.
3	**Vehicular Access**	The site is located adjacent to the A4 and as such has excellent connectivity. However, the site's existing access is narrow and unsuitable for HGVs.
3	**Active Travel and Public Transport Access / Local Amenities**	Given the location of the development the site is somewhat limited in regard to alternative transport opportunities and services. The site is located nearby 'Keynsham Cemetery' bus stop with is serviced by the no. 39, 43, and 522 routes. In regard to local services the closest cafes, pubs and shops are located within Keynsham, approximately 800m from the site.
2	**Character of Area and Uses**	The site is located within a rural context with a number of farms and some cottages within vicinity. It is however acknowledged that a fire service is located to the west of the site, and a garden centre use to the south. It is therefore considered that the site is not located within an established commercial area.
4	**Commercial Market**	The site is located on a key economic corridor between Bristol and Bath and within the designated 'Bristol and Bath Growth Zone' which will be subject to significant infrastructure improvements and collaboration between Bath and Bristol Authorities. Discussions with

Traffic Light Score	Consideration	Reasoning
		stakeholders, as well as evidence from the Future Economic Needs Assessment Update (May 2025) have indicated that this region is of high interest and demand for additional employment land, and that Keynsham itself is also in need of approximately 36,000spm of employment land.
3	**Availability of Workforce and Urban Relationship**	The site is located within the wider surrounds of housing sites in the south and east, connected to the site via Durley Hill – an A-road with some active travel infrastructure. At current, this access corridor is impractical; however, usable. As such, it is considered that the site features a middling relationship with the existing urban area and has been graded 3, accordingly.
3	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2km of the site, which currently shows high (green) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from standard broadband coverage (up to c25 Mbps) suggesting low to moderate connectivity in the area, however, the Think Broadband[67] map does not currently indicate coverage suggesting the site is unlikely to be served by full fibre infrastructure at present and may rely on lower-speed broadband connections. There are no cables or towers obstructing the site.
3	**Environmental constraints**	The site is located within the Green Belt and intensification, or redevelopment would need to accord with the tests established in national policy. The site is located within the Bristol, Avon Valleys and Ridges NCA. A parcel of traditional orchard priority habitat slightly overlaps with the southeastern boundary of the site and extends south to meet another parcel of traditional orchard and deciduous woodland 45 metres to the southeast. The Site is located within the Nature Recovery Network for Woodland which places emphasis on the enhancement of

[67] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		ecological assets within and surrounding the site. The Site is not covered by any statutory designations, however the site, lies within the SSSI IRZ for Bickley Wood SSSI located 552 metres north of site alongside the Avon Valley Woodland SNCI located approximately 630 metres north of the site. The site lies wholly in Flood Zone 1 and is therefore, at low risk of fluvial flooding. The environmental sensitivity of the site may pose constraints to the type and level of development.
4	**Heritage Constraints**	The site is not covered by any heritage designations and is not located within or in close proximity to a conservation area. There is one listed building located within proximity of the site boundary, the Grade II listed Durley Cottage (List Entry: 1384612) situated approximately 150 metres south of the Site. The majority of listed buildings within proximity of the site are accumulated to the southeast including the Grade II listed 'Durley Lane Bridge' (List Entry: 1409195) and 'Mortuary Chapels at Keynsham Cemetery' (List Entry: 1384613). The Roman Settlement at Keynsham Hams, former Cadbury's Factory Scheduled Monument lies approximately 735 metres east of the site. There are limited heritage assets which will pose a constraint to the proposal however the character and setting of the listed building should be taken into account.
Summary	Devonport House is located northwest of Keynsham, adjacent to the Bristol–Bath corridor and the A4, and within relative proximity of Keynsham railway station. The site offers strong connectivity between Bath and Bristol, making the site desirable for developers. However, the site lies beyond the established urban boundary limiting access to shops and services, features a constrained access, and occupies a sensitive Green Belt designation. The site has high long-term employment potential due to its position within the Bristol–Bath growth corridor and proximity to the M4 and Keynsham. However, the site's poor existing access is a constraint and its location in the Green Belt means that development would need to accord with national policy tests **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development if appropriate access improvements can be achieved.** The site is recommended for *redevelopment*, providing an	

Traffic Light Score	Consideration	Reasoning
		opportunity to deliver a more intensive and diversified employment offer while improving the quality and efficiency of the existing site.

Somer Valley

Existing Sites

Coombend, Radstock



Figure 1.37 - Map of Coombend, Radstock site – Image showing the extent of the site outlined in red.

Table 1.37 – Appraisal of Coombend, Radstock site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the settlement of Radstock, on its northwestern edge, and is accessible via the A367 through Coombend. The site comprises an approximately 0.51 ha plot that features a number of commercial and industrial units. Development on this site would be brownfield in nature, accordingly.
3	**Placemaking Potential**	This site is located on the edge settlement, with some visibility from the A367 – though obstructed by foliage and differences in land topography. Its accessibility is moderate, featuring some limited pedestrian infrastructure and a close proximity to Radstock town centre. Given the scale of the site, it is considered that, whilst some landscaping and placemaking features could be adopted, these are unlikely to be beneficial beyond their locality. The site is considered to feature some reasonable placemaking opportunities.
3	**Vehicular Access**	The site fronts Coombend to the west, which functions as a local route. The A367 is located in close proximity to the east of the site, separated by a tree belt, indicating potential for improved connectivity if a new access were pursued. In its current form, vehicular access relies on local roads and does not benefit from a direct connection to the strategic network.
3	**Active Travel and Public Transport Access / Local Amenities**	The site benefits from moderate access to local amenities due to its proximity to Radstock town centre, which is within immediate walking distance and provides a range of services including retail, healthcare, restaurants and other town centre functions. Bus stops within the town centre provide services towards Bath and surrounding areas, supporting access by public transport. However, there is no railway station in close proximity, which limits access to rail-based travel and wider regional connectivity.

Traffic Light Score	Consideration	Reasoning
3	**Character of Area and Uses**	The Coombend area is characterised by a traditional industrial estate environment, with a concentration of light industrial units, workshops, storage spaces, and yard-based activities forming a cohesive but utilitarian employment cluster. The built form is generally functional and varied in age and quality, reflecting incremental development over time, with a clear focus on operational uses rather than high-quality commercial or office environments.
3	**Commercial Market**	Coombend occupies an established but relatively peripheral employment location within the Somer Valley area, accommodating a mix of light industrial, storage, and service-based uses that support local business activity. The site provides affordable and functional space, contributing to its ongoing use by small and medium-sized enterprises; however, its distance from the primary Bath commercial market, limited strategic accessibility, and generally modest quality of accommodation constrain its wider market attractiveness. Demand is likely to be locally driven, with limited ability to attract higher-value or larger-scale occupiers, and rental levels expected to remain within the lower secondary range. The site demonstrates steady, day-to-day commercial activity but remains firmly positioned within the secondary tier, with limited potential to achieve prime values or significant market uplift without intervention.
3	**Availability of Workforce and Urban Relationship**	Coombend has a moderate to weaker relationship with the surrounding urban area, reflecting its location within Radstock and separation from the main Bath employment market. While the site benefits from proximity to local residential areas within Radstock and Midsomer Norton, providing access to a local workforce, connectivity to wider labour markets is more limited, with fewer strong transport links and a greater reliance on car-based travel. Public transport accessibility is comparatively constrained, reducing the site's overall reach in terms of workforce catchment. Nevertheless, the employment uses present are generally aligned with the local skills base, particularly for industrial and service roles.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a substation within 1 -2 km of the site, which currently shows

Traffic Light Score	Consideration	Reasoning
		moderate (amber) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c1000 Mbps) suggesting high connectivity in the area, similarly, the Think Broadband[68] map indicates strong coverage for the area around 369 Mbps. There are no cables or towers covering the site.
4	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA and within the Kilmersdon Road Quarry SSSI Impact Risk Zone, however this feature is located over 1km from the site and therefore, is unlikely to have any significant constraints. There are no parcels of priority habitats within or surrounding the site with the closest parcel of deciduous woodland priority habitat situated 66 metres northeast. The site is mostly located within Flood Zone 1 however, flood zones 2 and 3 are present to the southwest of the site which will need to be considered in the design of the proposed development.
3	**Heritage Constraints**	The site is located within Radstock Conservation area, there are no listed buildings within the site. The majority of heritage features are concentrated to the south of the site within the CA. The Grade II listed '8 Coomb End' (List Entry: 1406462) is the closest feature which is situated 28 metres southeast of the site. The character and setting of the listed building and CA should be considered in the design of the proposed development.
Summary	Coombend is located on the north-western edge of Radstock, within the settlement boundary, and is accessed via the A367 through Coomb End. The site comprises a small (0.51 ha) brownfield employment area in active use. The site benefits from proximity to the A367 and reasonable access to Radstock town centre, although wider connectivity is more constrained than sites closer to Bath.	

[68] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		The site performs a modest but stable employment function within the Somer Valley, supporting light industrial, storage, and service-based uses. Market demand is locally driven, reflecting the site's peripheral location, limited strategic connectivity, and generally secondary quality of accommodation, which restrict its appeal to higher-value occupiers. Environmental constraints are limited overall, although some flood risk is present. Heritage sensitivities are more notable, with the site located within Radstock Conservation Area and in proximity to listed buildings, requiring careful design consideration. **In light of the above, it is considered that the site is <u>suitable</u> for appropriately designed employment development.** The site is recommended for *infill*, at an appropriate scale, recognising its role in supporting local employment and industrial activity within Radstock. Whilst limited upgrading may occur over time, the priority should be to retain employment use and support the continued operation of local businesses.

Mill Road, Radstock*



Figure 1.38 - Map of Mill Road, Radstock site – Image showing the extent of the site outlined in red.

Table 1.38 – Appraisal of Mill Road, Radstock site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the settlement of Radstock, on its eastern edge, and is accessible via the A362 through Mill Road. The site comprises an approximately 7.30 ha plot that is currently occupied by a number of commercial and industrial uses; as well as Wellow Brook dividing the site. Development on this site would be brownfield in nature, accordingly.
4	**Placemaking Potential**	This site is located on the edge settlement, with some visibility from the A362 – though obstructed by foliage and differences in land topography. Its accessibility is moderate, featuring good active travel connectivity with the Norton-Radstock Greenway passing to the north of the site. However, the sites minor road connection limits accessibility to road vehicles somewhat. Given the scale of the site, it is considered that, appropriate landscaping and placemaking features could be adopted, that would be beneficial for the site itself and the locality.
3	**Vehicular Access**	Vehicular access to the site is provided via Mill Road, which connects to the A362. While this provides a link to the strategic road network, the site does not directly front the A-road and access is therefore indirect.
3	**Active Travel and Public Transport Access / Local Amenities**	The site benefits from good access to local amenities due to its immediate proximity to Radstock town centre, which is within walking distance and provides a range of retail, service, and community uses. The presence of established pedestrian routes and pavements supports walking to these facilities. Bus stops within the town centre provide services towards Bath and surrounding areas, offering a reasonable level of public transport connectivity. However, there is no railway station in close proximity, which limits access to rail services and wider regional connectivity.
3	**Character of Area and Uses**	Mill Road is characterised by a modest and somewhat fragmented employment environment, comprising a range of small industrial units, workshops, storage yards, and

Traffic Light Score	Consideration	Reasoning
		service-based uses. The area has a utilitarian character, with limited cohesion or strong commercial identity, and is separated from the local residential area by green space.
3	**Commercial Market**	Mill Road comprises a small-scale and locally focused employment area within the Somer Valley, accommodating a mix of light industrial, workshop, and storage uses that serve the surrounding population. The site provides affordable and functional premises, supporting small businesses and contributing to local economic activity. Its limited scale, peripheral location relative to the main Bath market, and generally modest quality of accommodation constrain its wider commercial appeal. Demand is likely to be driven by local occupiers with limited interest from larger or higher-value businesses, and rental levels are expected to remain within the lower end of the secondary range.
3	**Availability of Workforce and Urban Relationship**	The site has a moderate relationship with the surrounding urban area, benefiting from proximity to residential communities within Radstock and Midsomer Norton, which provide access to a local labour pool. However, connectivity to larger employment centres and wider labour markets is more limited, with fewer direct transport links and a greater reliance on private vehicles, constraining accessibility for some workers.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[69] indicates that the site benefits from standard to superfast broadband coverage across the site (from 1 Mbps to 8 Mbps) indicating low - moderate connectivity, the Think Broadband[70] recorded real-world speeds of around 369 - 640 Mbps, suggesting strong connectivity in the area. There are low voltage

[69] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[70] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		DNO distribution powerlines running along the boundaries of the site alongside towers at various points along Mill Road, due to the location of these it is unlikely toy will restrict the development. As for the sites connectivity and servicing by utilities such as water and sewerage, it is understood that the statutory undertakers will operate under standard industry obligations to provide mains services to the development.
3	**Environmental constraints**	The site is located within both the Bristol, Avon Valleys and Ridges NCA and Cotswolds NCA. It is situated within the Impact Risk Zones for the Writhlington SSSI, Huish Colliery Quarry SSSI and Kilmersdon Road Quarry SSSI, which are located 392 metres east, 442 metres south, and 713 metres southwest, respectively. There are no priority habitats located within the site however, parcels of deciduous woodland are situated along the site boundary to the north, southeast and southwest which will require mitigation to ensure harm is avoided. Parcels of land within the site are located within Flood Zones 1, 2 and 3 which will require consideration in the design of the proposed development.
4	**Heritage Constraints**	The site is not located within a Conservation Area however, Radstock Conservation area borders the site to the north, west and south. There are no listed buildings within the site. The majority of heritage features are concentrated to the west of the site within the CA. The Grade II listed 'Radstock War Memorial' (List Entry: 1451460) and Hope House Surgery and Number 10 To Rear' (List Entry: 1320547) are situated 349 metres and 393 metres west of the site. The character and setting of the CA should be considered in the design of the proposed development.
Summary	Mill Road is located on the eastern edge of Radstock, within the settlement boundary, and is accessed via the A362 through Mill Road. The site comprises a 7.3 ha brownfield employment area currently in active use, divided by Wellow Brook. While vehicular access is somewhat constrained by minor road connections, the site benefits from moderate accessibility overall and good active travel connectivity, including proximity to the Norton–Radstock Greenway.	

Traffic Light Score	Consideration	Reasoning
		The site performs a modest but locally important employment function, supporting a mix of light industrial, workshop, and service-based uses. Market demand is stable and primarily locally driven, reflecting the site's peripheral location within the Somer Valley, limited strategic connectivity, and relatively modest quality of accommodation. Environmental constraints are more notable, including flood risk, nearby SSSI impact zones, and adjacent priority habitats, which will require mitigation. Heritage sensitivities are moderate, with the site adjoining the Radstock Conservation Area. **In light of the above, it is considered that the site is <u>suitable</u> for appropriately designed employment development.** Mill Road is suited to continued employment use and is recommended for *infill*, with potential for some rationalisation or improvement with employment being retained on site. While the site's scale offers opportunities for enhancement, its market position and constraints mean it is likely to remain a locally serving employment area rather than a focus for significant intensification or higher-value growth.

Haydon Industrial Estate, Radstock*



Figure 1.39 - Map of Haydon Industrial Estate, Radstock site – Image showing the extent of the site outlined in red.

Table 1.39 – Appraisal of Haydon Industrial Estate, Radstock site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the village of Haydon, southwest of Radstock, and is accessible via Haydon Hill. The site comprises an approximately 2.57 ha plot that is currently occupied by a number of commercial and industrial uses. Development on this site would be brownfield in nature, accordingly.
4	**Placemaking Potential**	This site is located on the edge of settlement, with little to no visibility from any trunk roads. Its accessibility is moderate, featuring pedestrian infrastructure connecting the site to Haydon, as well as routes into Radstock town centre. Whilst the site is not located on a major road, it is not considered to be inappropriately placed – benefitting from suitable road infrastructure connecting the site to Radstock and the B3139. Given the scale of the site, it is considered that, appropriate landscaping and placemaking features could be adopted, that would be beneficial for the site itself and the locality.
3	**Vehicular Access**	The site is accessed via local roads connected to Haydon Hill and does not directly front or sit in close proximity to an A-road. This results in an indirect connection to the wider strategic network and reliance on lower-order roads for access. However, the site is currently in commercial and distribution use, which indicates that it is already capable of accommodating HGV movements and servicing activity.
2	**Active Travel and Public Transport Access / Local Amenities**	The site has limited accessibility by sustainable modes. There are no railway stations or bus stops within immediate walking distance, and there is a lack of nearby local amenities or services to support day to day needs. A Public Right of Way runs through Grove Wood to the west of the site, providing a pedestrian link towards Radstock town centre. However, this route is indirect and likely to be less suitable for regular commuting. The surrounding context is not well suited to walking or cycling for everyday trips, and the absence of public transport reinforces a reliance on private vehicles.

Traffic Light Score	Consideration	Reasoning
3	**Character of Area and Uses**	Haydon Industrial Estate is characterised by a relatively large and cohesive industrial estate environment, connected to the village of Haydon and green fields. The built environment varies in age and quality, reflecting incremental development over time. The character is predominantly utilitarian and operational, with limited amenity or placemaking features, but well suited to its industrial function.
3	**Commercial Market**	Haydon Industrial Estate represents one of the more established and functionally significant employment areas within the Somer Valley, accommodating a range of light industrial, manufacturing, storage, and service-based uses. The council's employment needs evidence identifies continuing industrial land requirements in the Somer Valley and highlights the importance of retaining existing employment sites to help meet future economic needs. The estate benefits from its scale, relative coherence, and role as a key local employment hub, supporting ongoing occupier demand and a degree of market resilience. However, its location away from Bath's primary commercial market, combined with generally mixed building quality and a predominance of older, utilitarian stock, limits its ability to attract higher-value occupiers or achieve stronger rental performance. Demand is therefore largely driven by local and regional businesses seeking affordable and practical space, with values remaining in the secondary range.
3	**Availability of Workforce and Urban Relationship**	The site benefits from a reasonable relationship with the surrounding urban area, with Radstock and Midsomer Norton providing a proximate and established residential base that supports access to a local workforce. However, connectivity to wider labour markets, including Bath and Bristol, is more constrained, with a reliance on road-based travel and comparatively limited public transport options reducing accessibility for some workers.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network

Traffic Light Score	Consideration	Reasoning
		Operator. The Ofcom mobile and broadband checker[71] indicates that the site benefits from superfast to ultrafast broadband coverage across the site (from 20 Mbps – 50 Mbps) indicating low - moderate connectivity, the Think Broadband[72] recorded real-world speeds of around 50 - 101 Mbps, suggesting moderate connectivity in the area. There are low voltage DNO distribution powerlines running across the south of the site alongside towers along the site boundary to the south, due to the location of these it is unlikely to restrict the development.
4	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA. It is situated within the Impact Risk Zones for the Kilmersdon Road Quarry SSSI, Huish Colliery Quarry SSSI and Writhlington SSSI, which are located 299 metres north, 662 metres northeast, and 1.9 metres northeast, respectively. There are no priority habitats located within the site however, parcels of deciduous woodland are situated 123 metres to the north alongside a parcel of ancient woodland priority habitat, located at Radstock Grove. The site is located within Flood Zone 1 and is therefore at low risk of flooding from rivers and seas.
4	**Heritage constraints**	The site is not located within a Conservation Area however, Radstock Conservation area borders the site to the north. There are no listed buildings within the site. The majority of heritage features are concentrated to the north and northeast of the site within the CA. The Grade II listed 'Stable Outbuilding Southwest of Haydon Farmhouse (List Entry: 1320566) and 'Haydon Farmhouse' (List Entry: 1136766) are located 146 metres and 165 metres east of the site, respectively. The character and setting of the adjacent CA should be considered in the design of the proposed development, however, is unlikely to form a significant constraint.

[71] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[72] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
Summary	Haydon Industrial Estate is located within the village of Haydon, to the south-west of Radstock, and is accessed via Haydon Hill connecting to the local road network. The site comprises a 2.6 ha brownfield employment area in active use. The site benefits from moderate accessibility, with connections to Radstock and surrounding settlements, although wider connectivity is more constrained than more strategic locations. The site performs a stable and locally important employment function within the Somer Valley, supporting a mix of light industrial, manufacturing, storage, and service-based uses. Market demand is relatively resilient, reflecting its role as an established employment hub; however, its location away from primary commercial centres, along with the generally utilitarian and mixed-quality building stock, limits its appeal to higher-value occupiers. Environmental and heritage constraints are moderate but manageable, including proximity to SSSI impact zones and the Radstock Conservation Area. **In light of the above, it is considered that the site is <u>suitable</u> for appropriately designed employment development.** Haydon Industrial Estate is well suited to continued employment use and is recommended for *infill* and uplift. There may be potential for rationalisation or incremental intensification; however, its market position and location mean it is likely to remain a functional, locally serving employment site rather than a focus for significant higher value growth.	

Midsomer Enterprise Park, Radstock* (Former Sewage Works, Welton Hollow and Land West of Midsomer Enterprise Park)



Figure 1.40 - Map of Midsomer Enterprise Park, Radstock site – Image showing the extent of the site outlined in red.

Table 1.40 – Appraisal of Midsomer Enterprise Park, Radstock site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located between the settlements of Radstock and Midsomer Norton and is accessible via the A362. The site comprises an approximately 11.94 ha plot that is currently occupied by a number of commercial and industrial uses. Development on this site would be brownfield in nature, accordingly. As highlighted in the FENA 2025, under existing policy ED.2A proposals for light industrial, heavy industrial, warehousing (classes E, B2 and B8) and builders' merchants (sui generis) will be acceptable in principle.
3	**Placemaking Potential**	This site is highly visible, located between Midsomer Norton and Radstock. Its accessibility is very good, featuring good active travel connectivity with the Norton-Radstock Greenway passing to the north of the site with opportunities to incorporate this as a key route permeating into and throughout the site. Further, the site benefits from good accessibility from the south via the A362. The placemaking potential of the site is limited by the number of established businesses that collectively leave few opportunities for infill development. However, the scale of the site means that incremental change might provide opportunities to enhance the relationship with Radstock Road and quality of place within the Enterprise Park.
4	**Vehicular Access**	The site is directly bordering A362 to the south.
3	**Active Travel and Public Transport Access / Local Amenities**	Bus services operate along Radstock Road, providing connections towards Midsomer Norton town centre and Frome. While there is no railway station in close proximity, the availability of bus services supports access to surrounding settlements. The Northfields Greenway forms the northern boundary of the site and provides a strong walking and cycling route, supporting active travel and connectivity to nearby areas. The site lies within a predominantly residential environment but is also within immediate walking distance of scattered local amenities, including Midsomer Norton Leisure Centre and food and service uses.

Traffic Light Score	Consideration	Reasoning
3	**Character of Area and Uses**	Midsomer Enterprise Park is characterised by a relatively large and coherent industrial estate environment, comprising a mix of modern and older industrial units, while the adjoining land parcels include more open or previously developed land with potential for expansion or redevelopment. The overall character is firmly industrial and operational, with a clear employment identity serving the Somer Valley area, although the quality and condition of built form vary across the wider site. The surrounding context is semi-urban to semi-rural, with the estate functioning as a distinct employment hub rather than an integrated mixed-use area.
3	**Commercial Market**	Midsomer Enterprise Park, together with the Former Sewage Works at Welton Hollow and land to the west, represents a key employment cluster within the Somer Valley, combining an established industrial estate with adjacent expansion and redevelopment land. The core enterprise park accommodates a range of light industrial, manufacturing, storage, and service-based uses, supporting relatively strong and consistent occupier demand at a local and sub-regional level. The inclusion of adjacent land parcels introduces longer-term potential for expansion, rationalisation, and uplift in quality; however, the site's location away from Bath's primary commercial market, alongside predominantly functional building stock and variable site conditions across the wider area, constrains its ability to attract higher-value occupiers or achieve stronger rental growth.
3	**Availability of Workforce and Urban Relationship**	Midsomer Enterprise Park and surrounding land parcels benefit from proximity to Radstock and Midsomer Norton, providing access to a relatively well-established local labour pool, although the relationship with larger urban areas remains more limited. While the scale of the estate supports a broader employment base than smaller rural sites, connectivity to Bath and Bristol is constrained, with a strong reliance on private vehicle travel and comparatively limited public transport options reducing accessibility for a wider workforce.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. Feasibility will be subject to detailed

Traffic Light Score	Consideration	Reasoning
		capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[73] indicates that the site benefits from ultrafast broadband coverage across the site (up to 1000 Mbps) indicating high connectivity however, the Think Broadband[74] recorded real-world speeds of around 49 Mbps, suggesting moderate connectivity in the area. There are low voltage DNO distribution powerlines and towers running across the site, which may require exclusion zones to be factored into the proposed development.
4	**Environmental constraints**	The site is located within the Bristol, Avon Valley and Ridges NCA. It is situated within the Impact Risk Zones for the Bowlditch Quarry SSSI and Kilmersdon Road Quarry SSSI, which are located 996 metres north and 1.6 km east, respectively and therefore are unlikely to be significantly impacted by the development of the site. A small area of deciduous woodland priority habitat overlaps with the site to the north which will require consideration in the design proposal. Additional parcels of deciduous woodland lie adjacent to the north and east of the site. A NIA covers Radstock Road to the southwest, overlapping with the site boundary. The majority of the site is located in Flood Zone 1 however, an area of Flood Zones 2 and 3 cover the east of the site, which will require adequate mitigation and will influence design layout.
3	**Heritage Constraints**	The site is situated between Radstock Conservation Area and Midsomer Norton Conservation Area, however it is not covered by either designation. There are no listed buildings within the site, within the surrounding area, the majority of listed buildings are concentrated to the aforementioned CAs to the east and west of the site. The Grade II listed 'Large Barn Immediately Southeast Of Welton Manor House' (List Entry: 1115175) and 'Old Welton Farmhouse' (List Entry: 1320543), are the closest heritage assets to the site,

[73] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[74] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		situated 237 and 265 metres northwest of the site, respectively. Due to the proximity of both CA's the character and setting should be considered in the design of the proposed development, however, is unlikely to form a significant constraint.
Summary		Midsomer Enterprise Park is located between Radstock and Midsomer Norton, with access from the A362. The site comprises a 11.9 ha brownfield employment area in active use, with additional adjacent land offering potential for expansion. The site benefits from strong accessibility, including good vehicular connectivity and active travel links via the Norton–Radstock Greenway, supporting integration with surrounding settlements. The site performs a key and relatively strong employment function within the Somer Valley, supporting a diverse mix of industrial, manufacturing, and service-based uses. Its scale and established role underpin consistent occupier demand and offer potential for consolidation and upgrading; however, its location away from Bath's primary commercial market and variable stock quality limit its ability to attract higher-value occupiers. Environmental constraints are moderate, including areas of flood risk and nearby priority habitats, while heritage sensitivities are limited, with nearby Conservation Areas requiring consideration of setting. Midsomer Enterprise Park has the potential to meet the need for upgraded industrial premises and continued industrial land provision within the Somer Valley, as highlighted in the council's wider employment needs evidence. **In light of the above, it is considered that the site is <u>suitable</u> for appropriately designed employment development.** Midsomer Enterprise Park is well suited to continued and enhanced employment use and as such is recommended for *infill* and *uplift*. The site offers potential for rationalisation, intensification, and expansion, supporting a range of industrial and hybrid employment typologies, although it is likely to remain a strong secondary employment location rather than a focus for higher-value growth.

Farrington Fields Trading Estate, Farrington Gurney

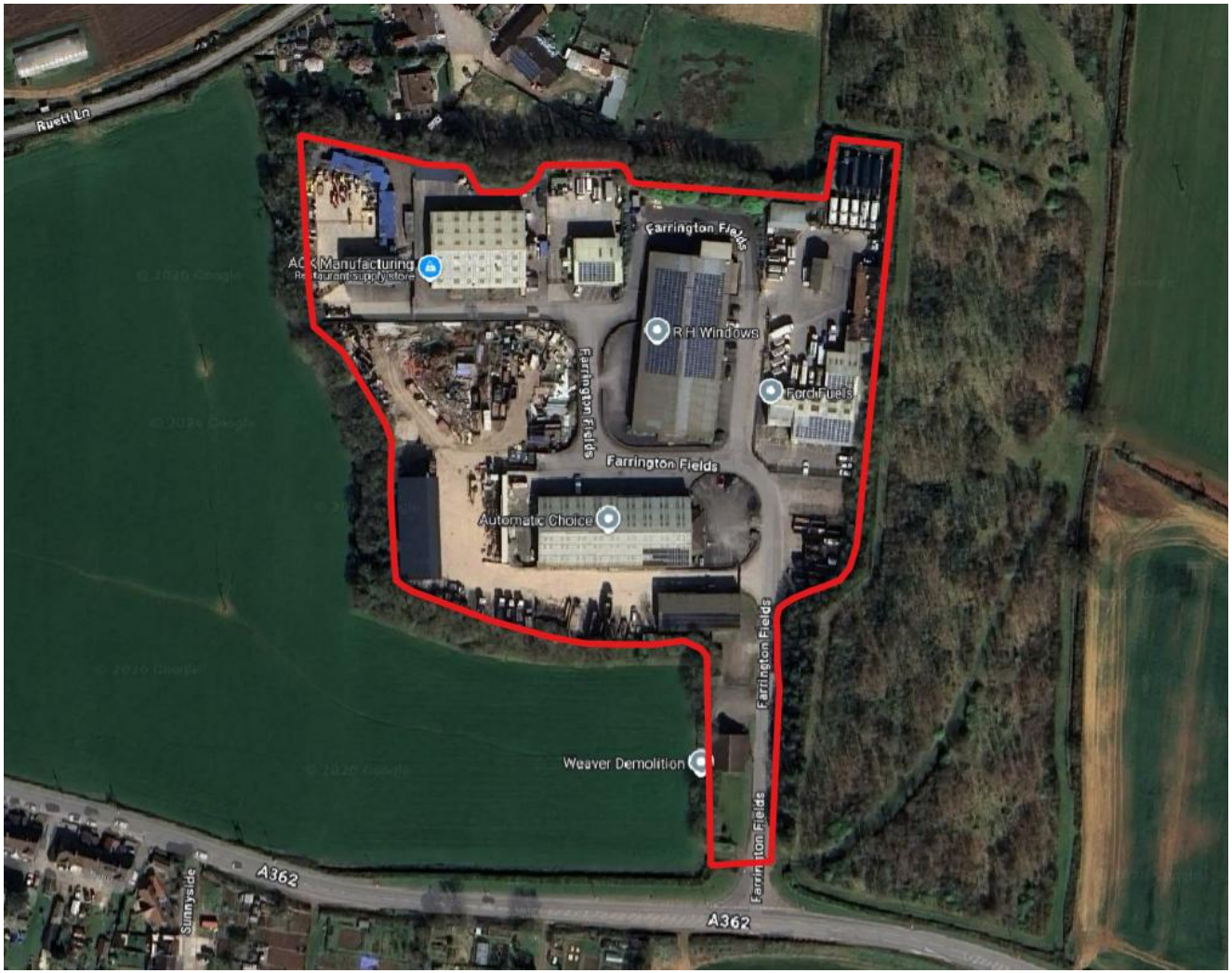


Figure 1.57 - Map of Farrington Fields Trading Estate site – Image showing the extent of the site outlined in red.

Table 1.57 – Appraisal of Farrington Fields Trading Estate site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located between the settlements of Farrington Gurney and Midsomer Norton and is accessible via the A362. The site comprises an approximately 3.28 ha plot that is currently occupied by a number of commercial and industrial uses. Development on this site would be brownfield in nature, accordingly.
3	**Placemaking Potential**	This site is located away from settlement, situated east of Farrington Gurney, with high visibility from the A362. Its accessibility is moderate, largely relying on a car to access the site; however, limited pedestrian infrastructure is present between the site and the settlement boundary. Further, the scale of the site is capable of featuring some landscaping and placemaking features that would be beneficial to the immediate locality.
3	**Vehicular Access**	Vehicular access to the site is provided via Farrington Fields, a local access road which connects to the A362. This provides an indirect link to the wider road network and enables access to surrounding settlements.
1	**Active Travel and Public Transport Access / Local Amenities**	The site performs poorly in terms of sustainable transport accessibility. There are no railway stations or bus stops within immediate walking distance, and the surrounding rural road environment is not well suited for pedestrian or cycling movements. There are no employment-related services nearby.
3	**Character of Area and Uses**	Farrington Fields Trading Estate is characterised by a coherent but utilitarian industrial estate environment, comprising a range of light industrial units, workshops, storage facilities, and yard-based uses arranged in a relatively planned layout. The surrounding context is semi-rural in nature, with limited adjacent residential development, reinforcing its role as a distinct employment enclave rather than an integrated mixed-use area.

Traffic Light Score	Consideration	Reasoning
3	**Commercial Market**	Farrington Fields Trading Estate occupies an established employment location within the Somer Valley area, providing a cluster of industrial, storage, and service-based uses that support local and sub-regional business activity. The estate benefits from its proximity to the A37, offering reasonable connectivity to Bristol and the wider region, which supports a degree of ongoing occupier demand. However, its rural setting, distance from Bath's primary commercial market, and generally functional nature of the accommodation constrain its ability to attract higher-value occupiers or achieve strong rental performance.
3	**Availability of Workforce and Urban Relationship**	The site has a moderate but somewhat constrained relationship with the surrounding urban area, reflecting its location within Farrington Gurney and separation from larger population centres such as Bath and Bristol. While the site benefits from access to a local labour pool within nearby villages and settlements, workforce catchment is more limited in scale and accessibility, with a strong reliance on private vehicle use and fewer public transport options or clear sustainable access routes. Connectivity via the A37 provides some linkage to the wider sub-regional labour market, but this does not fully offset the relative lack of integration with larger urban areas.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2 km of the site, which currently shows moderate (amber) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c1000 Mbps) suggesting high connectivity in the area, however, the Think Broadband recorded real-world speeds show variable connectivity between 55 Mbps to 402 Mbps suggesting inconsistent connectivity in the area, yet this is subject to site-specific confirmation. There are low voltage DNO cables infringing to the west of the site, however due to their location it is unlikely they will pose a significant constraint.
5	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA and within an SSSI Impact Risk Zone, however this feature is located over 1 km from the site and therefore, is

Traffic Light Score	Consideration	Reasoning
		unlikely to have any significant constraints. There are no parcels of priority habitats within or in close proximity of the site, the closest parcel of deciduous woodland priority habitat is situated 660 metres south. The site is wholly located within Flood Zone 1 and therefore has a low risk of flooding from rivers and seas. As such, there are limited environmental considerations constraining the proposed development.
5	**Heritage Constraints**	The site is not covered by any historic designations. There are no listed buildings within or in close proximity to the site with the closest feature situated 533 metres to the west. A such, heritage considerations do not form a significant constraint to the development of this site.
Summary	Farrington Fields Trading Estate is located between Farrington Gurney and Midsomer Norton in a semi-rural setting, accessed via the A362. The site comprises a 3.3 ha brownfield employment area in active use. The site benefits from visibility and connectivity to the local road network; however, accessibility by sustainable modes is limited, with a reliance largely falling on private vehicles. The site performs a stable and established employment function within the Somer Valley, supporting a mix of light industrial, storage, and service-based uses. Market demand is locally driven, reflecting its reasonable strategic connectivity but rural setting and distance from Bath's primary commercial market, which constrain its ability to attract higher-value occupiers. Environmental and heritage constraints are limited, with the site located in flood zone 1 and outside any significant designations. **In light of the above, it is considered that the site is <u>suitable</u> for appropriately designed employment development.** The site is recommended for *infill and uplift*, reflecting opportunities to improve the quality and efficiency of existing premises whilst maintaining its role as an established employment location serving the Somer Valley.	

Wansdyke Workshops, Peasedown



Figure 1.41 - Map of Wansdyke Workshops, Peasedown site – Image showing the extent of the site outlined in red.

Table 1.41 – Appraisal of Wansdyke Workshops, Peasedown site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located within the settlement of Peasedown St John, on its southern edge, and is accessible via Wellow Lane. The site comprises an approximately 0.74 ha plot that currently features a number of commercial units. Development on this site would be brownfield in nature, accordingly.
4	**Placemaking Potential**	This site comprises a visible plot along Wellow Lane, adjacent to a number of residential properties. At current, the site comprises of 6 aging industrial units that are considered to visually detract. As such, this site provides opportunities to deliver a significant placemaking improvement through the adoption of a high-quality and sustainable development in a visible location. The site benefits from existing pedestrian infrastructure throughout Peasedown St John; however, it is acknowledged that this would be improved through cycle infrastructure. As such, it is considered that the site represents a good placemaking opportunity rather than an exemplary site.
3	**Vehicular Access**	Vehicular access to the site is provided via Wellow Lane to the south, which operates as a local road and connects to the A367 after a number of turns and has therefore been graded 3. While the A367 runs in close proximity to the south of the site and presents potential for improved access in the future, current connectivity to the strategic road network is indirect and reliant on lower-order routes.
3	**Active Travel and Public Transport Access / Local Amenities**	Public transport accessibility is limited, with no railway stations or bus stops within immediate walking distance of the site. This constrains options for sustainable commuting and increases reliance on private vehicles for longer trips. However, the site benefits from proximity to the village centre, which lies within immediate walking distance and provides a range of local amenities including retail, community uses and recreational facilities such as a recreation field.

Traffic Light Score	Consideration	Reasoning
3	**Character of Area and Uses**	Wansdyke Workshops is characterised by a small and relatively informal cluster of employment units set within a predominantly residential village context, comprising light industrial, workshop, and storage uses within modest, utilitarian buildings. The layout is generally ad hoc, with limited cohesion or estate-style planning, reinforcing its role as a locally serving employment site rather than a strategic business location.
2	**Commercial Market**	Wansdyke Workshops occupies a small-scale, locally focused employment site within a village setting, that cater primarily to small and independent businesses. The site offers affordable and functional space, supporting a degree of ongoing occupier demand; however, its limited scale, modest quality of accommodation, and peripheral location relative to larger commercial centres constrain its wider market appeal.
3	**Availability of Workforce and Urban Relationship**	Wansdyke Workshops has a moderate relationship with the surrounding urban area, reflecting its location within Peasedown St John and distance from larger employment centres such as Bath. While the site benefits from access to a local labour pool within Peasedown and nearby settlements, workforce accessibility is limited in scale and reach, with a strong reliance on private vehicle use and more limited public transport connectivity.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[75] indicates that the site benefits from superfast broadband coverage across the site (up to 20 Mbps) indicating low connectivity however, the Think Broadband[76] map recorded inconsistent speeds in the wider area

[75] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[76] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		ranging from 860 Mbps nearby the site, suggesting strong connectivity in the area. There are no powerlines or towers located within the site.
5	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA. It is situated within the Writhlington SSSI Impact Risk Zone, however this feature is over 1.6 km from the site and is unlikely to form a significant constraint. There are no priority habitats within or in close proximity to the site which the closest feature of Woodland Pasture BAP, located at Woodland House, 690 metres southwest of the site. The site is located within Flood Zone 1 and therefore has a low risk of flooding from rivers and seas. Due to the distance from sensitive environmental receptors, the site is unlikely to have significant constraints or impacts.
5	**Heritage Constraints**	The site is not covered by any heritage designations; there are no listed buildings within or within close proximity of the site. The closest asset is the Grade II listed 'Shoscombe Farmhouse' (List Entry: 1129511') which is situated 650 metres west of the site. Therefore, the site is not constrained by heritage considerations.
Summary	Wansdyke Workshops is located on the southern edge of Peasedown St John, within the settlement boundary, and is accessed via Wellow Lane. The site comprises a 0.74 ha brownfield employment area in active use. It benefits from a visible location within the village and reasonable access to local roads and pedestrian infrastructure, although connectivity beyond the immediate area is more limited. The site performs a modest and locally focused employment function, supporting light industrial, workshop, and storage uses within a relatively informal and low-quality built environment. Market demand is stable but limited to local occupiers, reflecting the site's small scale, modest accommodation, and peripheral location relative to larger commercial centres. As identified in the FENA 2025 Update the Somer Valley has been proposed for predominantly industrial uses, Peasedown has been identified as the best location within the Somer Valley by agents. There is little demand for growth in office provision with the likely opportunity lying within retention of existing industrial uses.	

Traffic Light Score	Consideration	Reasoning
		Environmental and heritage constraints are minimal, with low flood risk and no significant designations affecting the site. **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development,** subject to appropriate design and site improvement, as well as efforts to improve the site's market appeal. Wansdyke Workshops is suited to continued small-scale employment use and is recommended for an appropriate level of *infill and uplift*. There may be potential for upgrading or redevelopment to enhance quality and placemaking; however, its scale and location mean it is likely to remain a locally serving employment site rather than a focus for significant growth.

Existing Allocations

Former Paulton Printworks SSV22

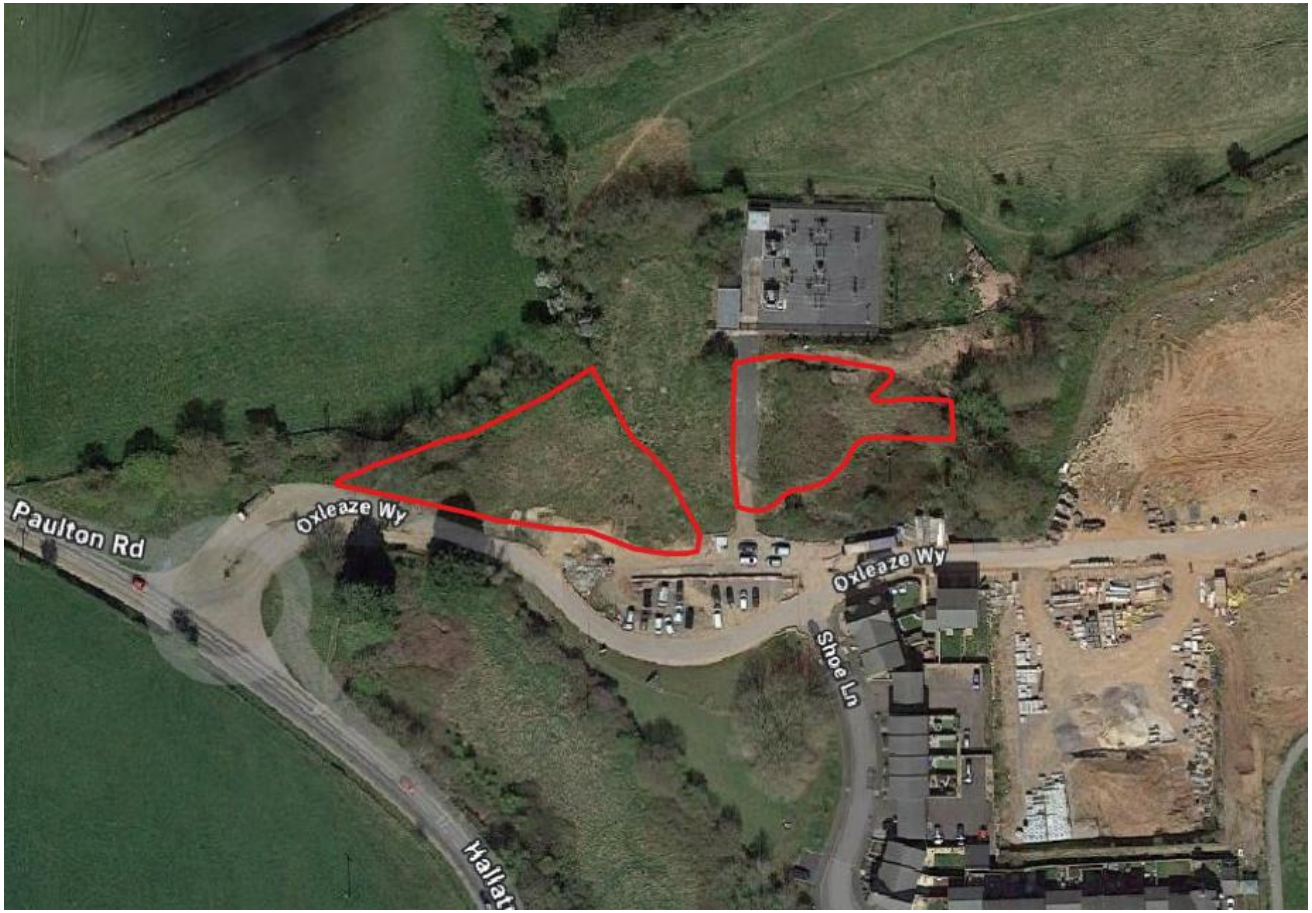


Figure 1.43 - Map of Former Paulton Printworks site – Image showing the extent of the site outlined in red.

Table 1.43 – Appraisal of Former Paulton Printworks site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located northwest of Paulton, adjacent to the settlement boundary and adjoining recent residential developments on Oxleaze Way. The site comprises of a 0.28 ha greenfield plot, that has not been subject to any previous development. The site is an adopted allocation in the local plan and is proposed to be saved in the new Local Plan.
3	**Placemaking Potential**	This site would represent the northwest most extension of Paulton, connecting to a number of nearby newly built properties located on the site of the former Paulton Printworks. The site benefits from its adjacency to an existing population within the vicinity; as well as appropriate access opportunities and pedestrian infrastructure along Oxleaze Way and other roads in the vicinity. It is noted that there are somewhat limited community amenities within the vicinity and the modest scale of the site means that its development would not be significant enough to be a focus for placemaking.
3	**Character of Area and Uses**	The site is accessed via Oxleaze Way, a minor road that connects to the B3355 Hallatrow Road. This B road provides indirect connectivity to the A39 Wells Road to the west, which passes through Hallatrow and forms part of the wider east to west route through the rural area. While this provides a clear vehicular connection to the surrounding road network, access is indirect and reliant on lower-order roads.
2	**Active Travel and Public Transport Access / Local Amenities**	The site performs poorly in terms of active travel and public transport accessibility. There are no railway stations or frequent public transport services within close proximity of the site, and the surrounding rural road network does not support convenient walking or cycling for everyday trips. The nearest bus stop is located approximately 400 metres from the site and is served by routes 2V, 171, 172, 376A and 522, which provide connections towards Bristol and surrounding settlements. The site is therefore graded 2 as it's not near a station, a bus stop, nor pedestrian friendly.

Traffic Light Score	Consideration	Reasoning
1	**Character of Area and Uses**	The site is located at the edge of the settlement and forms part of a transitional area between developed and rural landscapes. There are very few commercial uses in the vicinity and the development of the site for employment use would require an occupier that could successful operator in relative isolation. Brownfield land is located to the east, while open greenfield and agricultural land lies to the north and west. Residential development is present within the immediate surrounding environment, reinforcing the site's edge-of-settlement character.
3	**Commercial Market**	The Former Paulton Printworks site represents a small greenfield site on the north-western edge of Paulton and adjacent to new residential developments. Demand for employment land in this part of the district is comparatively modest when set against Bath, Keynsham, and the Bristol–Bath growth corridor. The site is not located within a recognised strategic employment area and does not currently benefit from the agglomeration effects that support higher market values elsewhere. As a result, market interest is likely to be selective and focused on specific sectors or occupiers requiring affordable or flexible space. The site is unlikely to attract prime occupiers or achieve higher commercial values, but it may still play an important role in meeting local and sub-regional employment needs.
	Availability of Workforce and Urban Relationship	The site has a reasonable relationship with surrounding settlements and benefits from proximity to Paulton, Midsomer Norton, and other Somer Valley communities, which together provide access to a local workforce. The site is accessible via the local road network and lies within commuting distance of nearby residential areas. However, its peripheral location relative to town centres, limited public transport provision, and constrained pedestrian and cycle connectivity reduce its level of integration with the existing urban fabric. While workforce availability exists, particularly for locally based employment, access is more car-dependent than for more centrally located sites. Enhancements to accessibility and active travel infrastructure would be necessary to strengthen the site's relationship with surrounding communities and support more sustainable commuting patterns.

Traffic Light Score	Consideration	Reasoning
3	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation adjacent to the site, which currently shows moderate (amber) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c220 Mbps) suggesting strong connectivity in the area, however, the Think Broadband[77] map does not currently indicate coverage suggesting the site is unlikely to be served by full fibre infrastructure at present and may rely on lower-speed broadband connections. Low and medium voltage DNO cables and towers are located within the site which will require exclusion zones therefore constraining site layout. As for the sites connectivity and servicing by utilities such as water and sewerage, it is understood that the statutory undertakers will operate under standard industry obligations to provide mains services to the development.
2	**Environmental Constraints**	A parcel of traditional orchard priority habitat covers the majority of the land parcel to the west, within the surrounding area lies parcels of deciduous woodland priority habitat and good quality semi-improved grassland priority habitat. The site is located within the Bristol, Avon Valleys and Ridges NCA. The site is located within the SSSI Impact Risk Zone for Long Dole Wood and Meadows SSSI which is located more than 2 kilometres from the site and therefore does not form a fundamental constraint. There are no other environmental designations within 1 kilometre of the site. The site is located within Flood Zone 1 and is therefore at low risk of flooding from rivers or seas. The priority habitat within the site may pose a constraint to the proposed development and will require proportionate protection and mitigation.

[77] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
5	**Heritage Constraints**	The Site is not located within a Conservation Area or covered by any other heritage designations. There are no designated assets within close proximity of the Site with the closest listed building located approximately 485 metres southeast of the Site.
Summary	The Former Paulton Printworks occupies a small greenfield site on the north-western edge of Paulton. The Site is accessible via the local road network and has historically functioned as a significant employment location; however, it is not situated within a strategic transport corridor and has limited public transport and active travel connectivity compared to urban and town-centre locations. As a result, access is more reliant on car-based travel, reflecting its semi peripheral context. The Site offers potential for redevelopment or reuse to support employment-led or mixed-use development to serve the local market. However, demand for employment land in this part of the authority is relatively modest. The context is predominantly residential and the site does not benefit from the agglomeration effects or market visibility associated with Bath, Keynsham, or Enterprise Zone locations. Access to a workforce is provided primarily by nearby Somer Valley settlements, though the catchment is largely local. The Site is not constrained by the same level of heritage sensitivity as Bath city-centre locations, but its scale, edge-of-settlement position, and relationship with surrounding uses require careful consideration of access, environmental impacts, and deliverability. In addition, the powerlines and towers located within the site may cause constraints to site layout. **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development;** however, would likely be limited to industrial and manufacturing uses, storage and distribution, flexible employment space, and mixed-use development where this supports viability and responds to local employment needs rather than serving a strategic employment role. As such, this site would be recommended for *redevelopment* that reflects the demand in the area.	

Central High Street, Midsomer Norton SSV1

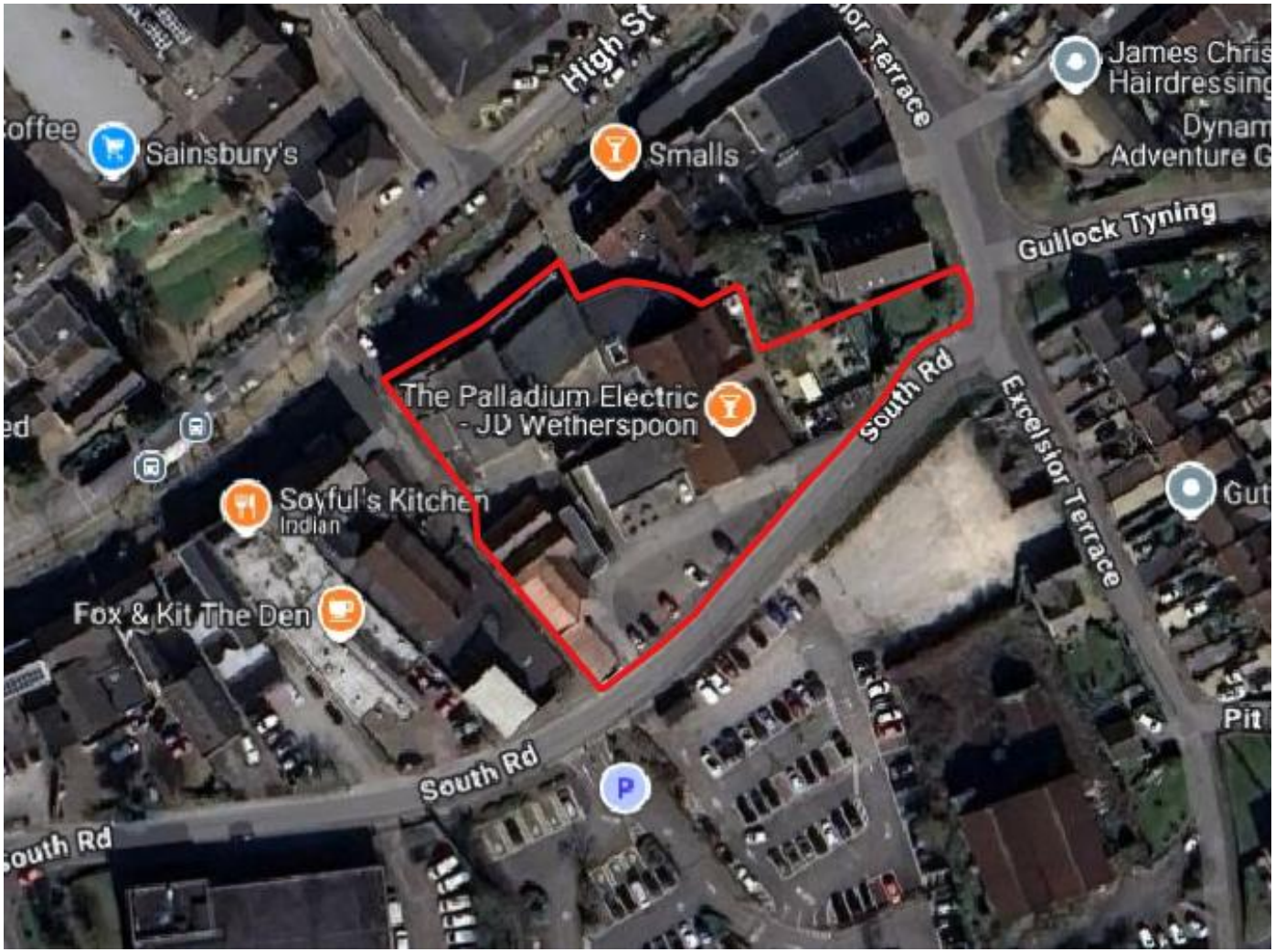


Figure 1.44 - Map of Central High Street, Midsomer Norton site – Image showing the extent of the site outlined in red.

Table 1.44 – Appraisal of Central High Street, Midsomer Norton site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The Site is located within the centre of Midsomer Norton, accessible via South Road and High Street. The Site comprises a 0.38 ha plot that is utilised by a number of commercial uses such as Wetherspoons, Charcoal Grill, and Somer Printing. The site comprises of Brownfield land accordingly. The site is currently allocated as part of the emerging Local Plan and in the existing Placemaking Plan (SSV1) with policy requirements for mixed use redevelopment comprising main town centre uses with active frontages and office provision
5	**Placemaking Potential**	This Site comprises an area of the existing town centre between High Street and South Road and is located adjacent to a number of commercial units and community assets. The Site benefits from its adjacency to an existing population within the vicinity; as well as appropriate access opportunities and active travel infrastructure. The Site is an established commercial retail area of poor quality design, considered to represent an excellent placemaking opportunity accordingly, with the Site featuring significant potential as a popular new location within the existing high street.
3	**Vehicular Access**	The Site is bordered by the High Street to the north and South Road, a minor road, to the south. The nearest A road is the A362 West Road, located approximately 1.5 kilometres from the site, which limits direct access to the strategic road network. Vehicular access is therefore primarily local in nature and reliant on lower-order roads within the settlement.
3	**Active Travel and Public Transport Access / Local Amenities**	Public transport accessibility is moderate, with bus stops located directly to the north on the High Street served by routes 171, 172, 173, 174 and 522, providing connections to surrounding settlements. There is no railway station within close proximity. The Site benefits from a strong presence of local amenities and community uses within walking distance, including a leisure centre and playpark to the east, and a primary school and nursery located directly to the north.

Traffic Light Score	Consideration	Reasoning
3	**Character of Area and Uses**	The Site is located within a mixed town centre and residential context. Commercial and retail uses are present immediately to the west, contributing to an active frontage, while a car park lies to the south. To the east, outdoor recreational uses are present but are separated from the site by a row of residential properties, with predominantly residential development forming the wider eastern context. The surrounding land uses highlight the presence of sensitive residential and community receptors.
3	**Commercial Market**	The Central High Street area in Midsomer Norton occupies a prominent and accessible position within the town centre and comprises a mix of commercial, retail, leisure, and community uses. The Site benefits from consistent local footfall and an established role servicing the surrounding Somer Valley communities. While it offers opportunities for small-scale office, workspace, and ground floor commercial uses, the local market is relatively limited in scale and does not demonstrate strong demand for larger or higher value employment floorspace. Midsomer Norton is not currently recognised as a major employment hub, and commercial values in the town centre remain modest when compared to Bath or Keynsham.
4	**Availability of Workforce and Urban Relationship**	The Site has a good relationship with the existing urban area and benefits from immediate proximity to established residential neighbourhoods within Midsomer Norton and Radstock. Its town-centre location ensures excellent accessibility by foot and cycle, with clear pedestrian routes connecting surrounding housing areas to employment opportunities and services. The Site is also well served by local bus routes, providing connections across the Somer Valley and supporting access to a local workforce. While wider regional connectivity is more limited, the site's central and walkable location supports sustainable commuting patterns and provides strong workforce availability appropriate to its scale and function.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2 km of the site, which currently shows moderate (amber) demand headroom. The Ofcom mobile and broadband

Traffic Light Score	Consideration	Reasoning
		checker indicates that the site benefits from ultrafast broadband coverage (up to c1000 Mbps) suggesting strong connectivity in the area, similarly, the Think Broadband[78] the Think Broadband map records high-speed connectivity yet this is subject to site-specific confirmation. There are no powerlines or towers located within the site however, low voltage DNO cables run along the boundaries of the site.
4	**Environmental constraints**	The Site is located within the Bristol, Avon Valleys and Ridges NCA. The Site is located within the SSSI Impact Risk Zone for Bowlditch Quary SSSI which is situated 1.54 km north of the site and therefore would not pose a fundamental constraint to development. Multiples parcels of deciduous woodland priority habitat are located within 1 kilometre of the site with the closest parcel 130 metres southeast. Other designations within 1km of the site include Silver Street LNR located 480 metres south of the site. The Site is located within Flood Zone 1 and is therefore at low risk of flooding from rivers or seas. The Site is covered by limited constraints that should be considered in the proposed development, however, do not pose a fundamental risk.
3	**Heritage Constraints**	The Site is located within the Midsomer Norton and Welton Conservation Area. There are numerous heritage designations within proximity of the Site including the Grade II listed 'Midsomer Norton War Memorial' (List Entry: 1453237) 10 metres northwest of the site alongside the Grade II 'Garden wall to north-east of number 19 High Street' (List Entry: 1115165) and the 'Midsomer Norton B&NES Council Offices' (List Entry: 1115164) located 25 metres northwest and 53 metres west of the site, respectively. As this site is an existing allocation it has been detailed in the existing B&NES Local Plan 2 Volume 4: Core Strategy & Placemaking Plan (adopted July 2017)[79] under Policy SSV1 which highlights enhancing the CA and its setting including the retention and reuse of the former

[78] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/
[79] https://www.bathnes.gov.uk/sites/default/files/2020-02/cs_pmp_vol_4_somer_valley.pdf

Traffic Light Score	Consideration	Reasoning
		Brewery building and former Palladium cinema. Accordingly, the proposed development should be designed with consideration of the character of the CA.
Summary		Central High Street, Midsomer Norton occupies a prominent and accessible location within the town centre and functions as the main commercial, retail, and community focus for the settlement and surrounding Somer Valley area. The Site benefits from good pedestrian accessibility and local public transport connections, with surrounding residential neighbourhoods located within easy walking and cycling distance. While regional and strategic transport connectivity is more limited than in Bath or Keynsham, the town-centre location supports sustainable local travel patterns and access to day-to-day services. The Site supports a mix of retail, service, leisure, community, and small-scale commercial uses and presents opportunities for incremental employment-led or mixed-use development appropriate to a town centre context. Demand for employment floorspace in Midsomer Norton is modest and locally driven, and the site is not suited to large-scale or strategic employment uses. Access to a local workforce is strong due to the site's immediate relationship with surrounding housing. The Site is subject to townscape and heritage considerations associated with its historic high street setting, requiring a sensitive approach to scale, design, and use. These factors do not preclude redevelopment or change but shape the form of appropriate development. **In light of the above, it is considered that the site is <u>suitable</u> for employment development.** The site is recommended for *infill and uplift* as part of a mixed-use town centre regeneration scheme. Future development should seek to strengthen the vitality and viability of Midsomer Norton Town Centre through the delivery of modern commercial, office and employment accommodation.

Former Welton Manufacturing Site SSV4/LPPU

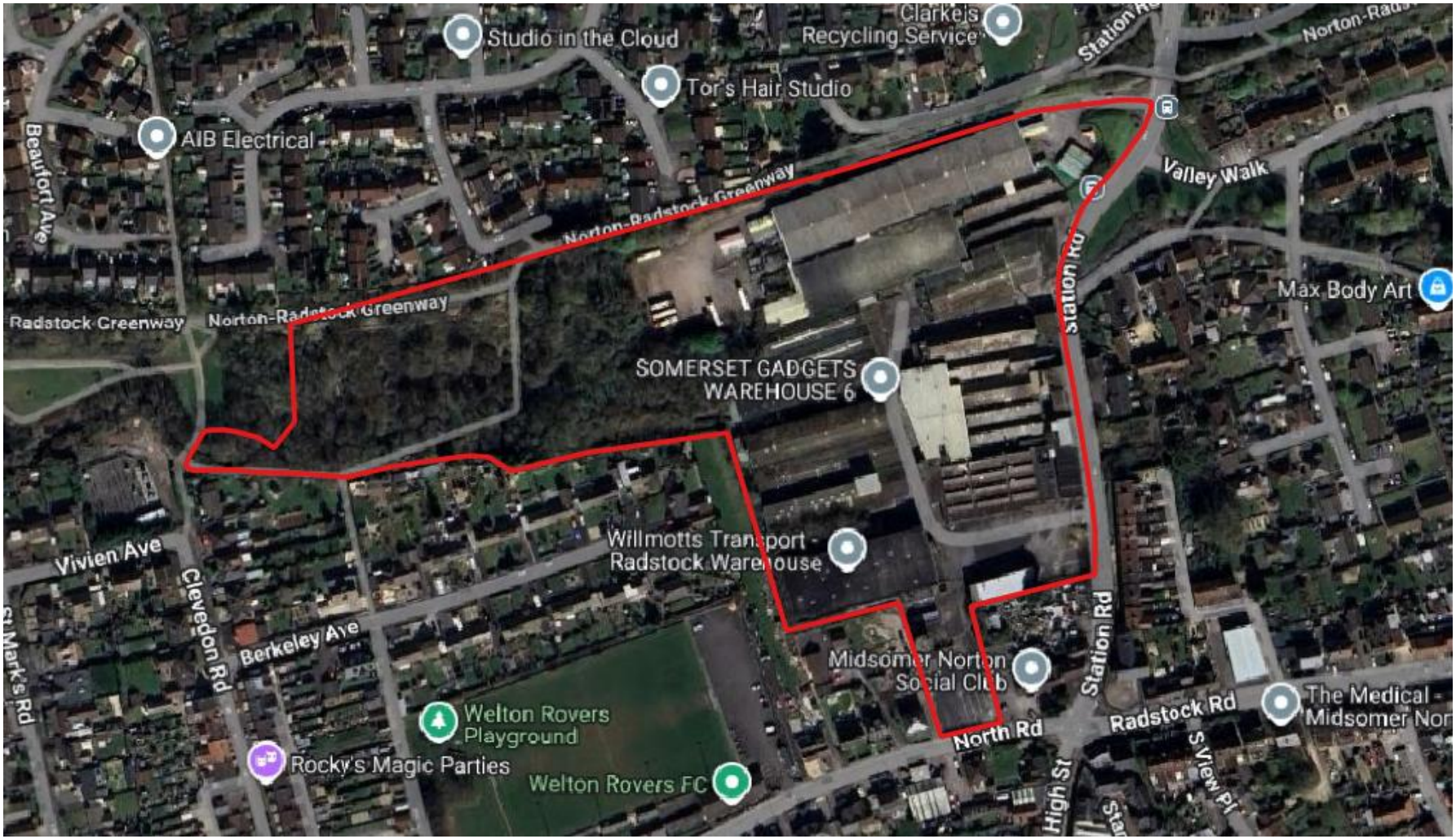


Figure 1.45 - Map of Former Welton Manufacturing site – Image showing the extent of the site outlined in red.

Table 1.45 – Appraisal of Former Welton Manufacturing site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The Site is located within the north of Midsomer Norton, accessible via north road and Station Road. The Site comprises a 5.47 ha plot that is utilised by a number of commercial uses such as Somerset Gadgets and Willmott's Transport. A mixed-use redevelopment of the site to include office and light industrial space alongside residential and retail floorspace was granted on appeal in March 2018 (16/02607/OUT), though more recently planning permission for demolition and enabling works was refused for heritage reasons (22/03580/FUL). The site comprises of Brownfield land accordingly. The site is an adopted allocation in the Local Plan and is proposed to be saved in the new Local Plan.
5	**Placemaking Potential**	This Site comprises a prominent plot located adjacent to North Road. Currently the site is occupied by a number of commercial uses, featuring poor accessibility due to hard boundary treatment in the form of large fencing and inactive frontages on Station Road and North Road. Accordingly, it is considered that there is significant potential for redevelopment to improve the placemaking credentials of the site. The Site benefits from its adjacency to an existing population within the vicinity; as well as appropriate access opportunities and active travel infrastructure. The Site is considered to represent an excellent placemaking opportunity accordingly, with the site featuring significant potential for a welcoming employment site with high legibility and high-quality architecture and landscaping.
4	**Vehicular Access**	The Site is accessible via North Road and Station Road, which forms part of the A362 and provides good vehicular connectivity between Midsomer Norton, Radstock and the wider road network.
3	**Active Travel and Public Transport Access / Local Amenities**	The Site benefits from active travel opportunities, with the Norton–Radstock Greenway footpath forming the northern boundary and providing an off-road walking and cycling route that also functions as a green corridor. Welton Rovers Playground borders the site to the west, offering accessible recreational space and contributing to local pedestrian activity. In

Traffic Light Score	Consideration	Reasoning
		terms of public transport, a bus station is located to the south of the site along North Road and is served by routes 2V, 376A, 414 and 424, providing connections to Odd Down, Bath and Bristol.
3	**Character of Area and Uses**	The Site itself is predominantly industrial in character and comprises brownfield land, reflecting an established employment function. The surrounding area is largely residential, which introduces sensitivity in relation to noise, traffic and operational impacts. A recycling centre service is located directly to the north, reinforcing the presence of industrial and service uses, while mixed commercial and retail uses are present to the south.
3	**Commercial Market**	The Former Welton Manufacturing Site is a large, previously developed industrial site with a long-standing employment history, located on the northern edge of Midsomer Norton. The demand for employment land in this location is limited when compared to more central or strategic locations within the authority. The site is not situated within a recognised employment corridor and does not benefit from strong agglomeration effects or high levels of market visibility. As a result, commercial interest is likely to be selective and focused on value-driven or specialist occupiers rather than higher-value or office-led uses. The site is unlikely to achieve prime commercial values, although it may continue to play a role in accommodating local or sub-regional employment needs.
3	**Availability of Workforce and Urban Relationship**	The Site has a reasonable relationship with the existing urban area, being located within the wider surrounds of Midsomer Norton and nearby Somer Valley settlements, which together provide access to a local workforce. Vehicular access to the site is available via the surrounding road network, supporting commuting from nearby residential areas. However, the site's peripheral location relative to the town centre, combined with limited pedestrian and cycle connectivity and relatively modest public transport provision, constrains its integration with the urban fabric. While workforce availability exists, particularly for locally based employment, access is more reliant on car travel and less supportive of sustainable

Traffic Light Score	Consideration	Reasoning
		commuting patterns. Improvements to active travel links and connectivity would be required to strengthen the site's relationship with surrounding communities.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2 km of the site, which currently shows moderate (amber) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c1000 Mbps) suggesting strong connectivity in the area, similarly, the Think Broadband[80] map records high-speed connectivity yet this is subject to site-specific confirmation. There are low voltage DNO cables which run across the east of the site.
3	**Environmental Constraints**	A parcel of deciduous woodland priority habitat covers the western extent of the site, within 1 kilometre of the site lies multiple parcels of deciduous woodland priority habitat which will need to be protected through the design of the proposed development. The site is located within the Bristol, Avon Valleys and Ridges NCA. The site is located within the SSSI Impact Risk Zone for Bowlditch Quarry SSSI which is located 930 metres north of the site. Other designations within 1 km of the site include Silver Street LNR located 935 metres south of the site. The majority of the site is located within Flood Zone 1, however a small portion of the southwest of the site lies within Flood Zones 2 and 3 which will need to be considered in the design of the development. The priority habitat within the site may pose a constraint to the proposed development and will require proportionate protection and mitigation.
3	**Heritage Constraints**	The site is partially located within the Midsomer Norton and Welton Conservation Area where a small area of the site boundary overlaps with the CA boundary. There are limited heritage designations within proximity of the site, the closest Grade II listed building, 'Crown Inn' (List Entry: 1115183) approximately 40 metres east of the site. The former brewery buildings on

[80] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		site are regarded as non-designated heritage assets. As this site is an existing allocation it has been detailed in the existing Bath and Northeast[81] under Policy SSV4 which highlights enhancing the CA and its setting with a strong presumption in favour of its physical preservation and the reuse of the former brewery building. Accordingly, the proposed Development should take into account the eastern extent of the Site which overlaps with the CA and the subsequent setting of the CA by ensuring it is designed sensitively to the character of the surrounding historic environment.
Summary		The Former Welton Manufacturing Site is a large previously developed employment site located on the northern edge of Midsomer Norton within the Somer Valley. The site is accessed primarily via the local road network and benefits from proximity to nearby residential areas; however, it is relatively peripheral to the town centre and lacks strong public transport and active travel connectivity compared to more centrally located sites. As a result, access to the site is more reliant on car-based travel, reflecting its historic industrial function and edge-of-settlement context. The site's scale and established employment history provide opportunities for redevelopment or re-use to support continued employment activity. However, demand for employment land in this location is modest and locally focused, and the site does not benefit from the strategic accessibility, visibility, or agglomeration effects associated with Bath, Keynsham, or Somer Valley Enterprise Zone locations. As such, while the existing character of the site makes is suitable to light industrial, manufacturing or storage uses, another outcome for the site would be a proposal akin to the previous appeal scheme whereby a mixed-use redevelopment is proposed that includes employment use(s) compatible with residential neighbours as part of a vibrant mix. **In light of the above, it is considered that the site is <u>suitable</u> for appropriately design and mitigated employment development.** The site is recommended for *infill and uplift*, reflecting the opportunity to transform a

[81] https://www.bathnes.gov.uk/sites/default/files/2020-02/cs_pmp_vol_4_somer_valley.pdf

Traffic Light Score	Consideration	Reasoning
		large previously developed employment site through the delivery of modern employment floorspace as part of a comprehensive regeneration scheme.

Somer Valley Enterprise Zone SSV9

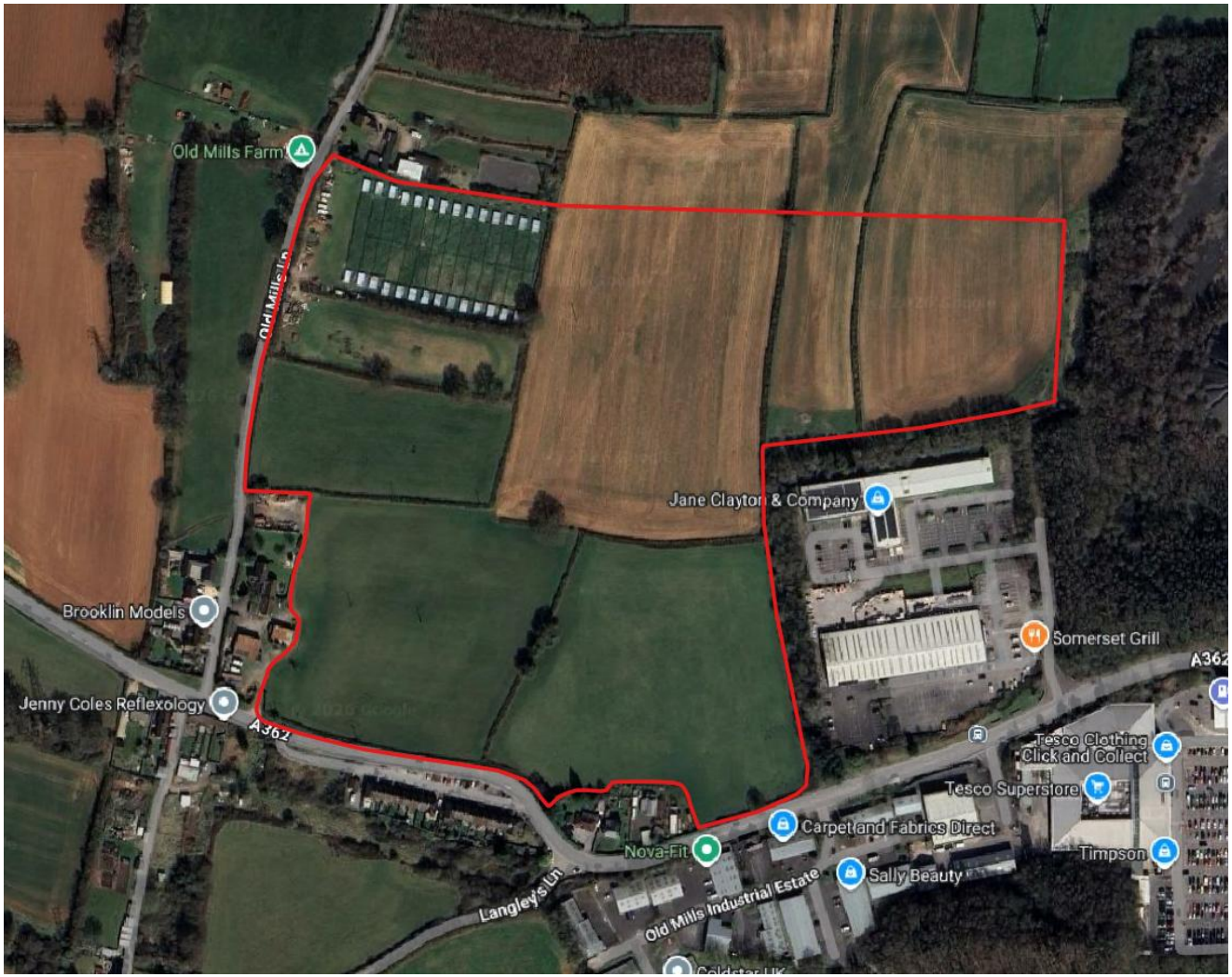


Figure 1.47 - Map of Somer Valley Enterprise Zone site – Image showing the extent of the site outlined in red.

Table 1.47 – Appraisal of Somer Valley Enterprise Zone site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located northwest of Midsomer Norton, accessible via the A362 and Old Mills Lane. The site comprises a 13.07 ha plot that comprises primarily of greenfield, agricultural land. The site is an adopted allocation in the Local Plan and is proposed to be saved in the new Local Plan.
3	**Placemaking Potential**	This site provides opportunity for a large new employment development on the edge of settlement, for a number of new commercial units and industrial plots. Given the scale of the site, it is considered that appropriate green infrastructure and landscaping could be integrated as part of a scheme on this site. In regard to visibility the site would be located in a visible location along the A362, improving placemaking credentials in this instance as well. As such, whilst not an exemplary placemaking opportunity, an employment / mixed use development in this location would likely deliver placemaking benefits.
4	**Vehicular Access**	The site is directly bordered by the A362 to the south, providing strong vehicular connectivity between Radstock, Midsomer Norton and the wider Somer Valley area. Additional access is available via Old Mills Lane to the west, which supports local movements but operates as a lower-order road. Direct frontage onto the A362 represents a clear advantage for vehicular access and visibility.
3	**Active Travel and Public Transport Access / Local Amenities**	Public transport accessibility is limited, with the nearest bus stop located along the A362 immediately to the south of the site and served only by route 376A. The absence of nearby railway infrastructure and the reliance on a single bus route constrain sustainable commuting options, particularly for longer-distance trips.

Traffic Light Score	Consideration	Reasoning
		Local amenities are predominantly located to the south of the site, including retail and commercial uses within a retail park across the A362, which provides access to shops and services but is largely car-oriented and separated from the site by a strategic road.
4	**Character of Area and Uses**	The site is located at the edge of Radstock between settlements and is characterised by a transition from built development to open countryside. Greenfield and agricultural land uses dominate the northern, western and eastern boundaries, while the southern boundary borders small clusters of low-density residential households, with established retail and commercial uses, including a retail park with associated car parking across the A362.
4	**Commercial Market**	The Somer Valley Enterprise Zone represents one of the most significant and strategically important employment locations within the Somer Valley, benefitting from its Enterprise Zone status, existing employment base, and ongoing investment focus. Market appeal is strengthened by targeted incentives, availability of larger employment parcels, and the opportunity to accommodate uses that may be less suited to constrained town-centre or Bath-based locations. While demand in the Somer Valley is more modest than along the Bristol–Bath corridor, the Enterprise Zone designation materially enhances the site's attractiveness to occupiers seeking value-driven, scalable, and expansion-focused premises. As such, the site demonstrates strong market appeal within its sub-regional context and is capable of attracting sustained commercial interest and achieving solid values appropriate to its role.
4	**Availability of Workforce and Urban Relationship**	The site has a good relationship with the surrounding urban area and benefits from access to a workforce drawn from Radstock, Midsomer Norton, and the wider Somer Valley. The Enterprise Zone is supported by the local road network and is accessible by public transport routes linking nearby settlements, enabling commuting from a broad local catchment. While the site is not directly integrated into a town-centre environment and remains more car-oriented than central locations, its proximity to established residential areas ensures a reliable supply of labour, particularly for industrial, manufacturing, and logistics-related employment. The scale of the site also provides opportunities to improve internal connectivity

Traffic Light Score	Consideration	Reasoning
		and worker facilities over time, supporting a strong functional relationship with the surrounding communities.
2	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2 km of the site, which currently shows low (red) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c1000Mbps) suggesting strong connectivity in the area, however, the Think Broadband[82] map does not currently indicate coverage suggesting the site is unlikely to be served by full fibre infrastructure at present and may rely on lower-speed broadband connections. Medium and Extra-high voltage DNO cables and towers cross the site which may require exclusion zones and therefore limit the site layout. As for the sites connectivity and servicing by utilities such as water and sewerage, it is understood that the statutory undertakers will operate under standard industry obligations to provide mains services to the development.
4	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA. The site is located within the SSSI Impact Risk Zone for Bowlditch Quary SSSI which is situated 1.63 km north of the site and therefore would not pose a fundamental constraint to development. Multiples parcels of deciduous woodland priority, ancient woodland and Lowland calcareous grassland priority habitat are located within 1 kilometre of the site with the closest parcel 3 metres south. There are no other environmental designations within 1 kilometre of the site. The site is located within Flood Zone 1 and is therefore at low risk of flooding from rivers or seas. The site is covered by limited constraints that should be considered in the proposed development, however, do not pose a fundamental risk.

[82] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
5	**Heritage Constraints**	The Site is not located within a Conservation Area or covered by any other heritage designations. There are no designated assets within close proximity of the Site, with the closest listed building located approximately 890 metres north of the Site.
Summary	The Somer Valley Enterprise Zone occupies a highly accessible and established employment location serving Radstock, Midsomer Norton, and the wider Somer Valley. The site benefits from good vehicular connectivity via the local and strategic road network, enabling access to surrounding settlements and supporting its role as a key employment destination within the southern part of the authority. While public transport and active travel provision is more limited than in Bath or Keynsham, the site's accessibility is appropriate to its scale and function and reflects its established industrial and employment character. The site plays a strategic role within the local economy and benefits from its Enterprise Zone designation, which supports business growth, inward investment, and employment retention. The scale of the site, availability of employment land, and established business base enable it to accommodate a range of industrial, manufacturing, research, and business uses that may not be suitable for more constrained urban locations. Market demand within the Somer Valley is more modest than along the Bristol–Bath corridor; however, the Enterprise Zone status significantly enhances the site's attractiveness and supports sustained commercial interest. The site draws on a workforce from Radstock, Midsomer Norton, and surrounding settlements, providing a broad local labour catchment. The site is not subject to any major heritage and townscape constraints, offering greater flexibility in terms of scale and layout, although environmental and access considerations will need to be carefully managed in relation to the nearby SSSI. In addition, the powerlines and towers located within the site may cause constraints to site layout. **In light of the above, it is considered that the site is <u>suitable</u> for employment development.** The site is recommended for *redevelopment* and expansion, reflecting its strategic role within the Somer Valley economy and its ability to accommodate substantial new employment floorspace that supports business growth, inward investment and long-term economic development.	

Old Mills Industrial Estate Expansion SSV9



Figure 1.48 - Map of Old Mills Industrial Estate Expansion site – Image showing the extent of the site outlined in red.

Table 1.48 – Appraisal of Old Mills Industrial Estate Expansion site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located northwest of Midsomer Norton, accessible via the A362 and Langley's Lane. The site comprises a 6.90 ha plot that features a number of commercial units in the east and greenfield land in the west. The site is an adopted allocation in the Local Plan and is proposed to be saved in the new Local Plan.
3	**Placemaking Potential**	This site provides opportunity to expand the existing Old Mills Industrial Estate. Given the scale of the site, it is considered that appropriate green infrastructure and landscaping could be integrated as part of a scheme on this site. In regard to visibility the site would be located in a visible location along the A362, improving placemaking credentials in this instance as well. As such, whilst not an exemplary placemaking opportunity, an employment / mixed use development in this location would likely be somewhat suitable from a placemaking perspective.
4	**Vehicular Access**	The site is located immediately south of the A362, which provides vehicular connectivity between Radstock, Midsomer Norton and the wider Somer Valley area. This offers reasonable access to the local road network and supports movement to nearby settlements.
3	**Active Travel and Public Transport Access / Local Amenities**	Public transport accessibility is limited. The nearest bus stop along the A362 is served only by route 376A, restricting choice and frequency of public transport services. There is no railway station or rail infrastructure in close proximity, further limiting sustainable commuting options. An additional bus stop within the retail park immediately to the east is served by routes 2V and 184. There are some limited commercial and retail services on the site and to the east of the site.

Traffic Light Score	Consideration	Reasoning
3	**Character of Area and Uses**	The site is located within a predominantly rural setting characterised by greenfield and agricultural land on most boundaries. Low-rise residential clusters are present to the north along the A362, alongside retail park uses and some additional commercial development.
4	**Commercial Market**	The Old Mills Industrial Estate Expansion is directly related to an established and functioning employment area and benefits from the presence of an existing industrial and business base within the Somer Valley. The expansion area offers opportunities to support the continued growth and consolidation of existing businesses, as well as accommodate new industrial and employment uses that are compatible with the surrounding estate. The sites' market appeal is underpinned by the availability of suitable employment land and relative affordability compared to Bath and Keynsham, and demand for industrial and storage-based uses that are less suited to constrained or urban locations. While the site does not benefit from the same strategic profile or incentives as the adjacent Somer Valley Enterprise Zone, it demonstrates strong market appeal within its local and sub-regional context and is well placed to attract sustained commercial interest appropriate to its industrial and warehouse function.
4	**Availability of Workforce and Urban Relationship**	The site has a good functional relationship with surrounding settlements and benefits from access to a workforce drawn from Midsomer Norton, Radstock, and the wider Somer Valley. Its location adjacent to an existing employment estate and within reasonable proximity of residential areas supports workforce availability, particularly for industrial and manufacturing employment. The site is primarily accessed via the local road network and is more car-oriented than town-centre locations, reflecting its operational role. While pedestrian and cycle connectivity is more limited, the site's proximity to established communities ensures a reliable labour supply, and opportunities exist to improve connectivity as part of any phased expansion. Overall, the site maintains a strong and practical relationship with the surrounding urban area, suited to its role as an expansion of an existing industrial employment cluster.
2	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2 km of the site, which

Traffic Light Score	Consideration	Reasoning
		currently shows low (red) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from superfast broadband coverage (up to c11Mbps) suggesting low-moderate connectivity in the area, however, the Think Broadband[83] map does not currently indicate coverage suggesting the site is unlikely to be served by full fibre infrastructure at present and may rely on lower-speed broadband connections. Medium voltage DNO cables and towers cross the site which may require exclusion zones and therefore limit the site layout.
4	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA. The site is located within the SSSI Impact Risk Zone for Bowlditch Quary SSSI which is situated 1.79 kilometres northeast of the site and therefore would not pose a fundamental constraint to development. Multiples parcels of deciduous woodland priority habitat, ancient woodland and lowland calcareous grassland priority habitat are located within 1 km of the site with the closest parcel of deciduous woodland 3 metres southeast. There are no other environmental designations within 1km of the site. The site is located predominantly located within Flood Zone 1 with a small portion of the site to the south covered by Flood Zones 2 and 3, this should be considered in the development of the site. The site is covered by limited constraints that should be considered in the proposed development, however, do not pose a fundamental risk.
5	**Heritage Constraints**	The Site is not located within a Conservation Area or covered by any other heritage designations. There are no listed buildings within 1 kilometre of the site, and the closest designated heritage asset is the Midsomer Norton and Welton Conservation Area which is located 840 metres southeast of the site.

[83] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
Summary	The Old Mills Industrial Estate Expansion is located adjacent to an established employment area within the Somer Valley and benefits from good vehicular access via the local road network. The site is situated close to Midsomer Norton and Radstock, providing reasonable accessibility to nearby settlements and employment catchments. While public transport and active travel connectivity is more limited than in city-centre locations, access arrangements are appropriate to the site's industrial function and scale, and the location reflects its role as an extension to an existing employment estate. The site provides opportunities to support the continued growth and consolidation of established industrial and business uses within the Somer Valley. Its relationship with the existing Old Mills Industrial Estate allows for the efficient expansion of employment floorspace, helping to meet demand for industrial, manufacturing, and storage uses that are less suited to more constrained or sensitive urban locations. Although the site does not benefit from the Enterprise Zone designation, it displays strong functional market appeal within the local and sub-regional context. The surrounding settlements provide access to a reliable workforce, particularly for industrial and operational employment. There are no major heritage or environmental constraints on the site however, the powerlines and towers located within the site may cause constraints to site layout. **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development, subject to appropriate mitigation and infrastructure provision.** The site is recommended for *infill and uplift* as an extension to the existing employment area, providing additional industrial and warehousing capacity that complements the wider Somer Valley employment offer.	

Bath College Somer Valley Campus SSV18

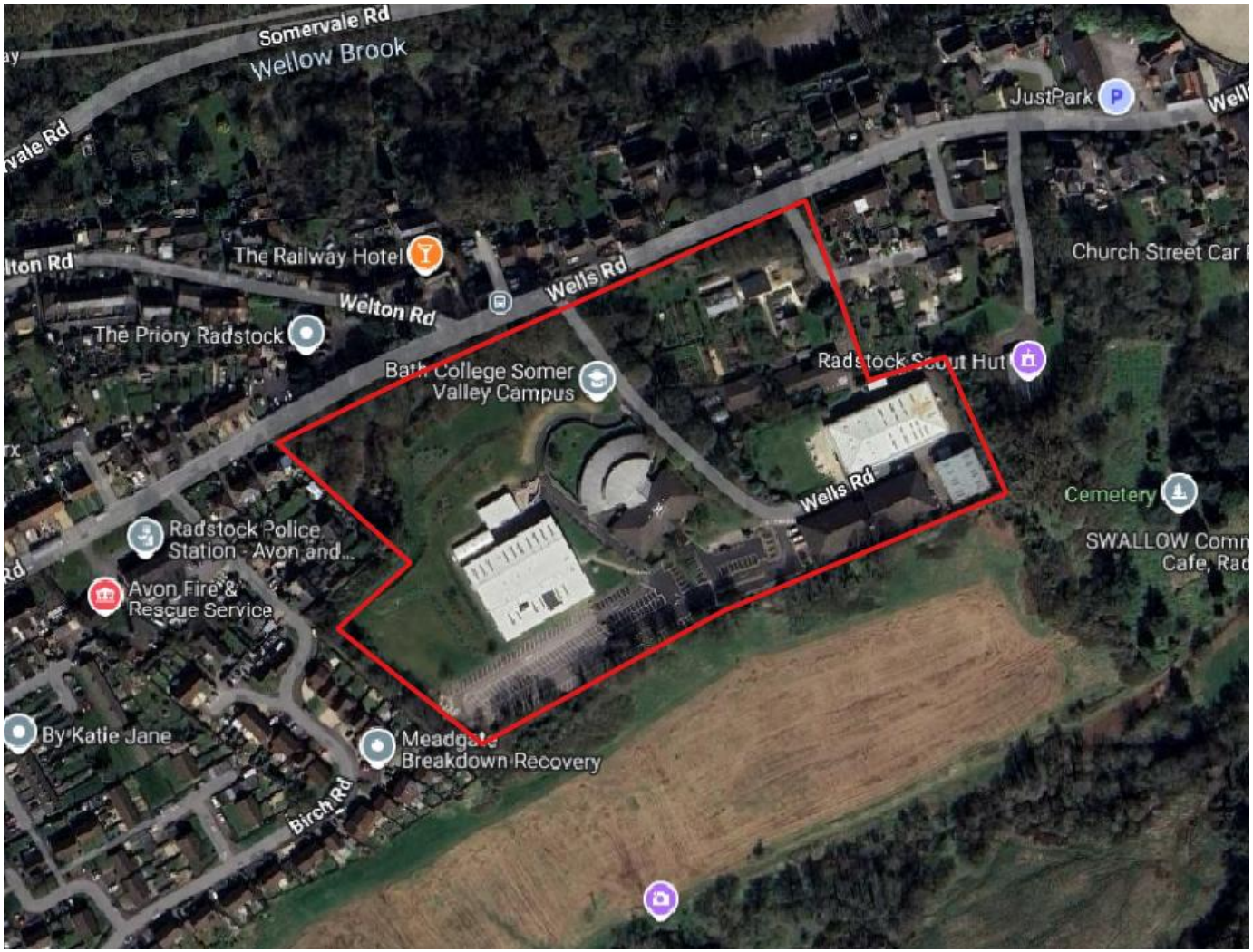


Figure 1.49 - Map of Bath College Somer Valley Campus site – Image showing the extent of the site outlined in red.

Table 1.49 – Appraisal of Bath College Somer Valley Campus site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located between the settlements of Midsomer Norton and Radstock. It is accessible via Wells Road and currently comprises of a 4.81 ha plot featuring a number of buildings associated with Bath College's Somer Valley Campus. The site is primarily brownfield land accordingly. The site is currently allocated as part of the emerging Local Plan.
4	**Placemaking Potential**	This site comprises a brownfield plot located adjacent to Wells Road. Currently the site is occupied by the Bath College Somer Valley Campus and in appraising this site it has been assumed that employment uses would be developed alongside the existing facilities. The site benefits from its adjacency to an existing population within the vicinity; as well as appropriate access opportunities and pedestrian infrastructure. The site is considered to represent a fair placemaking opportunity accordingly, with the site featuring potential for redevelopment into an employment site with links between two settlements as well as appropriate land for green infrastructure and landscaping.
4	**Vehicular Access**	The site directly fronts Wells Road, which forms part of the A367 and provides a key north to south route between Bath and the Somer Valley. This offers good vehicular connectivity and clear access to the wider local road network.
3	**Active Travel and Public Transport Access / Local Amenities**	Public transport provision is moderate, with a bus stop located on Wells Road directly adjacent to the site serving routes 2V, 171, 172, 173, 174, 414 and 522, providing connections towards Bath and surrounding settlements. There is no railway station within close proximity. Radstock Police Station and Avon Fire and Rescue Service are located directly to the west of the site, contributing to local employment and activity during the day. In addition, the site is bordered to the south by green open space associated with the Waterside Valley, which supports pedestrian movement and recreational use.

Traffic Light Score	Consideration	Reasoning
2	**Character of Area and Uses**	The site is located within a predominantly residential area characterised by low-rise townhouses, with strong civic and public service uses forming part of its immediate context. Open green space to the south is designated 'NE2A Landscapes and the green setting of settlement' by which it contributes to the setting of the area and the preservation of the landscape character is protected.
4	**Commercial Market**	Bath College Somer Valley Campus occupies an established education-led employment site within the Somer Valley and plays a key role in supporting skills development, training, and local labour market needs. While the site does not operate as a conventional commercial or industrial employment location and is not designed to attract a broad range of private-sector occupiers, it has a stable and secure market role linked to further education provision and associated employment uses. The presence of the college supports demand for complementary uses, including training facilities, specialist workshops, and related support services as in demand in the Somer Valley. Although commercial values are inherently more limited than for strategic employment or Enterprise Zone locations, the site demonstrates strong functional market appeal within its sector and provides an important contribution to the local economy through its education-focused employment role.
5	**Availability of Workforce and Urban Relationship**	The site has an excellent relationship with the surrounding urban area and benefits from immediate proximity to residential neighbourhoods within Radstock and the wider Somer Valley. The campus is well embedded within the local community and is easily accessible by foot, cycle, and public transport, supporting highly sustainable travel patterns for staff, students, and visitors. Its location enables direct interaction between education provision and the local workforce, supporting skills development, employment progression, and economic resilience. The college's role as a major local employer and education provider strengthens its integration with surrounding settlements and ensures access to a diverse and readily available workforce.

Traffic Light Score	Consideration	Reasoning
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2 km of the site, which currently shows moderate (amber) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c1000 Mbps) suggesting strong connectivity in the area, similarly, the Think Broadband map records high-speed connectivity yet this is subject to site-specific confirmation. There are low voltage DNO cables which run across the site. As for the sites connectivity and servicing by utilities such as water and sewerage, it is understood that the statutory undertakers will operate under standard industry obligations to provide mains services to the development.
4	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA. The site is located within the SSSI Impact Risk Zone for the Kilmersdon Road Quarry SSSI which is located 400 metres northeast of the Site. Multiples parcels of deciduous woodland priority habitat and ancient woodland priority habitat are located within 1 km of the site with the closest parcel of deciduous woodland 70 metres northeast. There are no other environmental designations within 1km of the site. The site is located within Flood Zone 1 and is therefore, at low risk of flooding from rivers and seas. The site is covered by limited constraints that should be considered in the proposed development, however, do not pose a fundamental risk.
3	**Heritage Constraints**	The Site is not located within a Conservation Area, however, lies adjacent to the southwest of Radstock Conservation Area. There are no other heritage assets within the Site boundaries. The Grade II Listed 'The Railway Public House' (List Entry: 1312548), '11, Welton Road' (List Entry: 1320548) and '12, Welton Road (List Entry: 1136969) are located within 100 metres of the site. The proposed development should be designed to be sympathetic of the industrial character of the conservation area and the setting of the listed buildings. As such, the site has been graded 3 due to its proximity to the CA and listed buildings.

Traffic Light Score	Consideration	Reasoning
Summary	Bath College Somer Valley Campus occupies an established site within Radstock and serves as a key education and training facility for the Somer Valley and wider area. The site benefits from good accessibility, with pedestrian and cycle connections to surrounding residential neighbourhoods and local public transport services providing links to Midsomer Norton and other nearby settlements. While strategic and regional transport connectivity is more limited than in Bath or Keynsham, the campus is well integrated within the local settlement and supports sustainable travel patterns for staff, students, and visitors. The site plays a significant role in supporting local employment through its education and skills-led function. While it is not a conventional commercial employment site and does not seek to attract a broad range of market-led occupiers, it provides stable and long-term employment and supports workforce development aligned with local economic needs. The presence of the college strengthens links between education, training, and employment across the Somer Valley and complements the function of nearby employment areas, including the Somer Valley Enterprise Zone. Access to a local workforce is strong due to the site's proximity to surrounding housing areas. The site is subject to relatively limited heritage and environmental constraints; these would need to be considered during any design process but would not be prohibitive. As an operational college site in a landscaped setting, the site offers very little potential for the delivery of employment floorspace at the current time. In the event that the site became surplus to the operational requirements of Bath College, it would be well suited to local employment provision. **In light of the above, it is considered that the site is potentially suitable for employment development**. The site is recommended for *infill and uplift* in its current educational and employment role.	

Proposed Draft Local Plan Allocations

Land adjacent to Bath Business Park

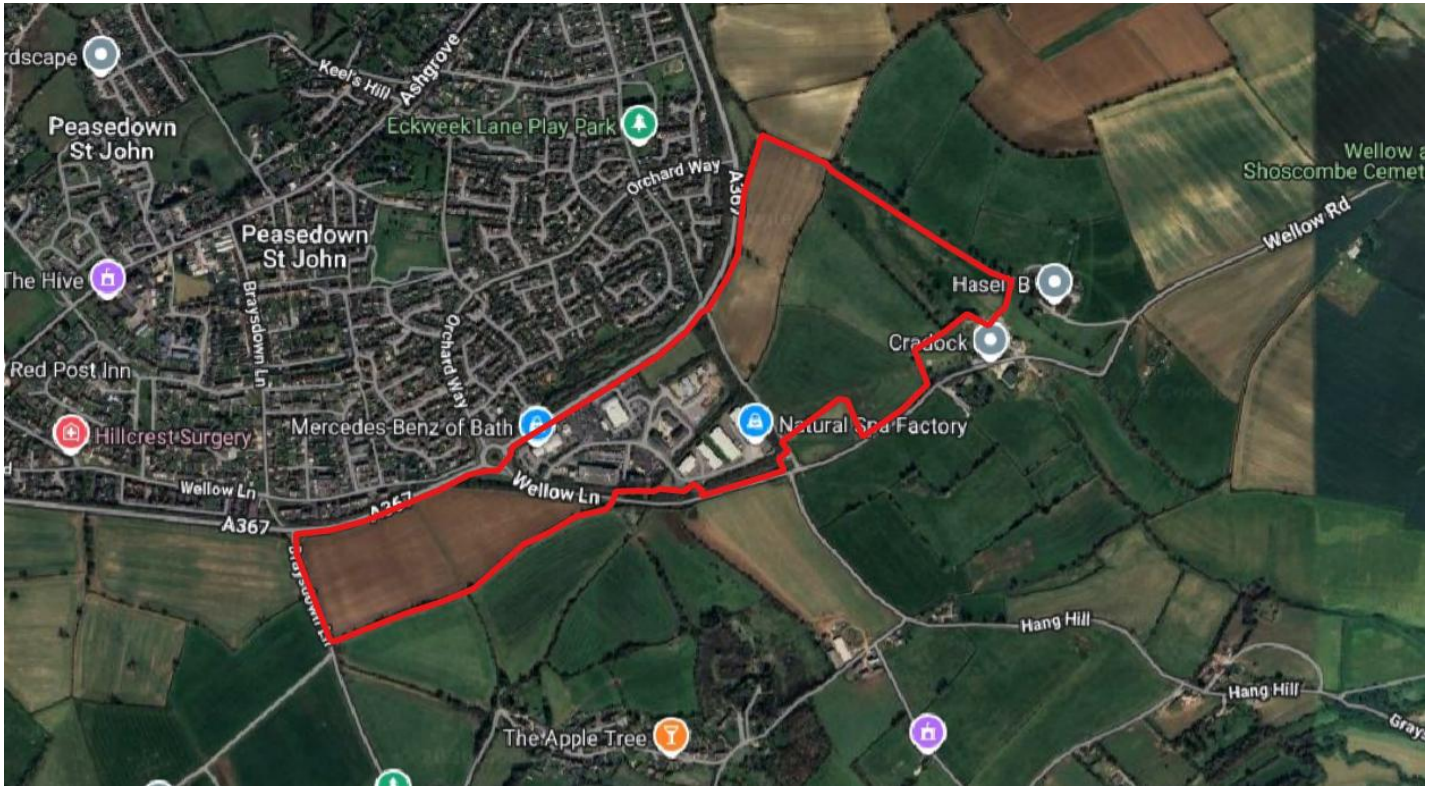


Figure 1.36 - Map of Land adjacent to Bath Business Park site – Image showing the extent of the site outlined in red.

Table 1.36 – Appraisal of Land adjacent to Bath Business Park site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located southeast of the settlement of Peasedown St John, accessible via the A367. The site comprises an approximately 39.72 ha plot that features Bath Business Park in its existing extent, as well as agricultural land for the business park to expand into. New development on this site would predominantly be greenfield in nature, accordingly.
5	**Placemaking Potential**	This site comprises a prominent plot located adjacent to the A367. The site currently comprises of predominantly greenfield land and represents a considerable expansion to the existing, successful Industrial Estate. Given the nature of the site, it is considered that appropriate land could be provided for landscaping and placemaking features. The site also benefits from existing links into Peasedown St John via active travel routes crossing the A367 in multiple locations. Whilst it is acknowledged that these would likely need to be upgraded in facilitating the works, these enhance legibility into, and permeability throughout the site. As such, it is considered that the site offers significant opportunity as an exemplary rural employment site with excellent placemaking features and sustainable design.
4	**Vehicular Access**	The site is bordered by the A367 to the north, which provides a key north to south route connecting the Somer Valley to Bath and the wider network. Wellow Lane runs through the site and facilitates internal and local access.
2	**Active Travel and Public Transport Access / Local Amenities**	Public transport accessibility is limited. The nearest bus stop is located on Orchard Way, which connects to the A367, and is served by route 175 with infrequent services operating approximately hourly towards Bath bus station. There is no railway station within close proximity, which further constrains access to wider labour markets. The site currently accommodates limited commercial, and healthcare uses, including a medical centre, which provides a local community function. However, the surrounding environment is predominantly

Traffic Light Score	Consideration	Reasoning
		residential to the north and greenfield or agricultural land to the south, with a limited range of additional services or amenities within walking distance.
3	**Character of Area and Uses**	Bath Business Park is characterised by a modest and relatively coherent cluster of employment units set within a predominantly residential village context, comprising a mix of office, light industrial, and small-scale business uses arranged in a planned but low-intensity layout. The built environment is functional and generally consistent, offering a more structured setting than some smaller rural sites, although overall quality and density remain modest. The surrounding land consists of rural farmland and the village of Peasedown St John.
3	**Commercial Market**	Bath Business Park, occupies a small-scale, out-of-centre employment site within the Somer Valley, providing a mix of office, light industrial, and hybrid accommodation aimed primarily at small and medium-sized enterprises. The site benefits from a degree of affordability and flexibility, which supports ongoing occupier demand at a local level; however, its village location, limited scale, and relatively modest quality of accommodation constrain its broader market appeal. Connectivity to Bath and Bristol is more limited compared to strategically located sites, reducing its attractiveness to higher-value or footloose occupiers, with demand largely driven by local and cost-sensitive businesses.
3	**Availability of Workforce and Urban Relationship**	Bath Business Park has a moderate but constrained relationship with the wider urban area, reflecting its location within Peasedown St John and relative distance from larger employment centres such as Bath. While the site benefits from access to a local labour pool within the village and surrounding settlements, the scale of this catchment is limited, and connectivity to wider labour markets is more constrained, with a greater reliance on private vehicle travel and comparatively limited public transport provision.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. However, feasibility will be subject to

Traffic Light Score	Consideration	Reasoning
		detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[84] indicates that the site benefits from ultrafast broadband coverage across the site (up to c1000 Mbps) indicating moderate connectivity, the Think Broadband[85] recorded real-world speeds of around 860 Mbps, suggesting strong connectivity in the area. There are low voltage DNO distribution cables running across the south, east and within the western extent of the land parcel, alongside towers located along Wellow Lane to the southeast and in the undeveloped sections of the site to the east and west of the existing business park estate. Exclusion zones may need to be factored into the design of the development.
5	**Environmental constraints**	The site is located within the Cotswolds NCA and partly located within the B&NES Green Belt. Development of the site would need to be in line with national policy tests around Green Belt release with the design, scale and configuration of development responsive to landscape character. The site is located within the SSSI Impact Risk Zone for Writhlington SSSI; however this feature is located over 1 km from the site and therefore shouldn't not form a significant constraint. There are no other environmental designations within 1 kilometre of the site. The site is wholly located in Flood Zone 1, which means it has a low probability of flooding from rivers and seas. Therefore, there are limited environmental constraints within and in close proximity to the site.
5	**Heritage Constraints**	The site is not located within any historic designations. There is 1 listed building location 55 metres southeast of the site, which is the Grade II listed 'Double Hill Farmhouse' (List Entry: 1115393). As such, there are no major heritage considerations within or surrounding the site.

[84] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[85] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
Summary	Bath Business Park is located to the south-east of Peasedown St John, accessed via the A367, which provides a key route connecting the Somer Valley to Bath. The site comprises an approximately 39.7 ha area, including the existing business park and adjoining greenfield land for expansion. Vehicular access is strong, although public transport accessibility is limited and there is no nearby rail connection, reducing access to wider labour markets. The site is located at the edge of the main urban area and so naturally has a rural character at present. The site demonstrates moderate employment potential, reflecting its position within the Somer Valley and its established role as a local employment area. While it benefits from an existing cluster of office, light industrial, and hybrid uses, market demand is primarily driven by local and cost-sensitive businesses, with limited appeal to higher-value occupiers due to its location, scale, and connectivity. Environmental constraints are relatively limited, although the site lies partly within the Green Belt and will require consideration of landscape impacts. Heritage constraints are minimal, with limited nearby designated assets. **In light of the above, it is considered that the site is <u>suitable</u> for employment development.** Bath Business Park is suited to continued and expanded employment use as a rural employment site. The site is recommended for *infill and* uplift as a major employment allocation capable of delivering significant additional floorspace and supporting long-term business growth within the Somer Valley.	

Westfield Industrial Estate



Figure 1.42 - Map of Westfield Industrial Estate site – Image showing the extent of the site outlined in red.

Table 1.42 – Appraisal of Westfield Industrial Estate site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located along the southern edge of Midsomer Norton, Westfield and is accessible via Fosseway to the west and Charlton Lane to the south. The site comprises an approximately 38.38 ha plot that includes the existing industrial estate to the west and a number of open fields to the east that might provide scope for its expansion. Development on this site would be a mix of brownfield and greenfield in nature, accordingly. Part of the site has been allocated within the emerging local plan.
4	**Placemaking Potential**	This site comprises of the existing Westfield industrial estate, as well as an eastern extension. This site is highly visible due to the open boundary along Charlton Lane and currently features a number of aging industrial units within the existing estate. It is possible that a number of these existing units would be redeveloped and reconfigured over the plan period, offering opportunities for intensification. The scale of the site and the opportunity for a combination of infill, redevelopment and expansion provide significant opportunity placemaking through the delivery of high-quality and sustainable development in a visible location. The site benefits from existing pedestrian infrastructure throughout the estate; however, it is acknowledged that this could be improved through better integrated cycle infrastructure, as well as extended pavements along Charlton Lane.
3	**Vehicular Access**	The site has direct access to Fosseway (A367), providing good north/south access in the local area. Charlton Lane in comparison is a predominantly rural road that would not currently be well suited to serving more intensive traffic associated with industrial use. Expansion of this site would need to be cognisant of these impacts, potentially securing upgrades to the local road network.
4	**Active Travel and Public Transport**	Existing active travel routes existing between Midsomer Norton and Westfield industrial estate. These could be extended to accommodate the proposals through as little as

Traffic Light Score	Consideration	Reasoning
	Access / Local Amenities	pavements or as far as segregated cycle lanes. With regards to public transport, a number of bus stops are available along Fosseway offering connections to nearby towns and hubs.
3	**Character of Area and Uses**	The site is located adjacent to and as an extension of an existing employment site – currently utilised for a range of employment uses. Accordingly, this is an established area for this type of development and would be suitable for these use types.
3	**Commercial Market**	The FENA 2025 identifies Somer Valley as a suitable location for local employment growth, but not of a strategic scale. Extending a successful industrial estate suggests strong local demand for light industrial and logistics uses.
4	**Availability of Workforce and Urban Relationship**	The site benefits from its position adjacent to the existing business park and nearby housing sites in Midsomer Norton. Given the site would be an extension, the site also benefits from established transport routes that could be built upon and improved – principally Charlton Lane, which would likely require additional pedestrian facilities.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[86] indicates that the site benefits from superfast broadband coverage across the site (up to 1000 Mbps) indicating strong connectivity, however, the, the Think Broadband[87] map shows a lack of coverage for this area, indicating speeds may be inconsistent and rely on lower speed connections. Speeds

[86] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[87] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		are unrecorded for the expansion to the east, it should be noted that the site may struggle to be commercially competitive until these works have been undertaken. There are low voltage DNO distribution cables crossing the centre of the site and a tower located to the north.
4	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA. It is situated within the Impact Risk Zones for both Kilmersdon Road Quarry SSSI and Huish Colliery Quarry SSSI, located 1.1 km and 1.7 km northeast of the site respectively. Silver Street LNR is situated 773 metres west of the site. There are no priority habitats within the site, parcels of lowland calcareous grassland priority habitat sit approximately 30 metres east of the site alongside deciduous woodland and ancient woodland at Radstock Grove which are located within 1km of the site. The majority of site is located within Flood Zone 1, due to the presence of the stream, a Flood Zone 3 designation crosses the site – however, as it only intersects the site it does not present a fundamental constraint. New development should complement relevant elements of the Somer Valley Rediscovered Project to provide greater opportunities for people to engage with and enable nature recovery.
4	**Heritage Constraints**	The site is not covered by any heritage designations; there are no listed buildings within or within close proximity of the site. The closest asset is the Grade II listed 'Westfield House' (List Entry: 1115182) which is situated 373 metres north of the site. The site is constrained by limited heritage considerations.
Summary	Westfield Industrial Estate is located on the southern edge of Westfield, within the settlement boundary, and is accessed via the Fosse Way and Charlton Lane. The site comprises a large (38.4 ha) allocation combining an existing industrial estate and a significant greenfield extension to the east. It benefits from established vehicular access to the strategic road network and existing public transport links, although upgrades to access and active travel infrastructure are likely to be required to support intensification and expansion.	

Traffic Light Score	Consideration	Reasoning
		The site performs a strong and established employment function within the Somer Valley, supporting a wide range of industrial and commercial uses. Its scale, existing employment base, and extension potential underpin continued demand for industrial, and logistics uses at a local and sub-regional level. As highlighted in the FENA 2025 Update the consideration of industrial employment uses could also accommodate smaller regional data centre type development. While not a prime location in strategic market terms, its role as a key employment hub is reinforced by its size and ability to accommodate growth. Environmental constraints are moderate, including limited flood risk and nearby ecological designations, while heritage constraints are minimal. **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development,** subject to appropriate infrastructure upgrades and environmental mitigation. The site is recommended for *redevelopment*, with significant opportunities to intensify, modernise and expand the existing industrial estate whilst reinforcing its role as one of the principal employment locations within the Somer Valley.

East Radstock

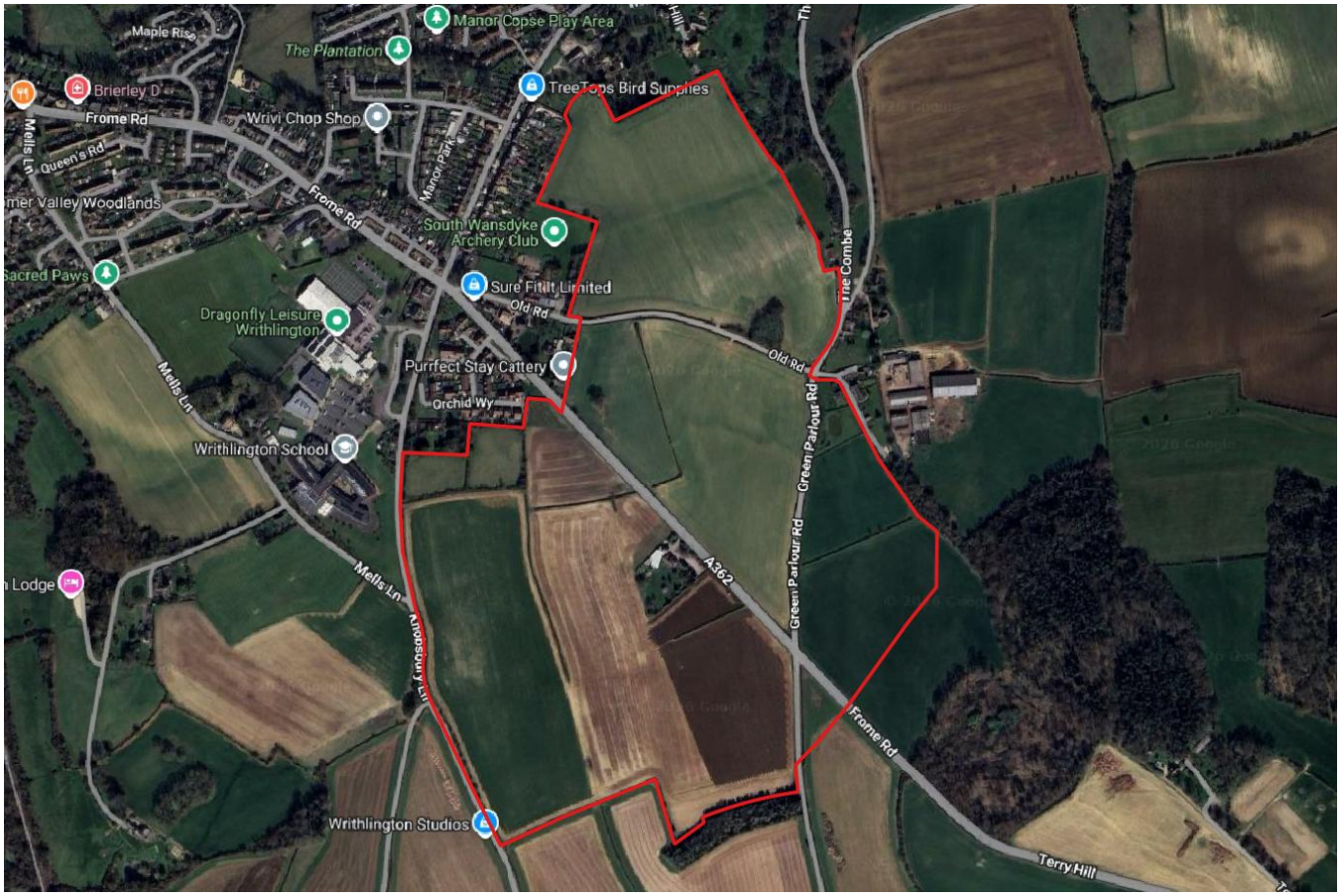


Figure 1.50 - Map of East Radstock site – Image showing the extent of the site outlined in red.

Table 1.50 – Appraisal of East Radstock site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located southeast of Radstock, adjacent to the settlement boundary. The site is accessible via the A362 (Frome Road). The site comprises a 46.2 ha greenfield plot that not been subject to any previous development. A large portion of this site is located outside of Bath and Northeast Somerset Council, and the land is within Somerset Council.
4	**Placemaking Potential**	This site represents an opportunity for a significant extension to the existing settlement boundary of Radstock. Given the scale of the site, it is considered that appropriate green infrastructure and landscaping could be integrated as part of a scheme on this site. Given the location of the site, adjacent to existing communities along Orchard Way and Manor Road, the site will benefit from existing nearby populations. The site is considered to feature fair accessibility from a range of modalities; although, it is acknowledged that pedestrian infrastructure would need to be improved to improve permeability throughout the site and existing, neighbouring developments. Notwithstanding this, the site is in a visible location along the A362 which improves placemaking credentials. As such, the site is considered to represent a good placemaking opportunity.
4	**Vehicular Access**	The site benefits from relatively strong vehicular connectivity, with the A362 running directly through the site on a north-west to south-east alignment. This provides direct access between Radstock, Midsomer Norton and the wider Somer Valley area and supports movements towards Bath.
3	**Active Travel and Public Transport Access / Local Amenities**	Public transport accessibility is limited, with no railway station in close proximity. A bus stop adjacent to the site on the A362 is served by routes 424 and 768, providing connections towards Bath, although the limited number of services restricts public transport choice and frequency. The site benefits from proximity to community and recreational amenities, including the Dragonfly Leisure Centre immediately to the west and Writhlington School,

Traffic Light Score	Consideration	Reasoning
		which together generate local pedestrian activity and provide access to indoor and outdoor recreation opportunities.
2	**Character of Area and Uses**	The site is located on greenfield and agricultural land on the edge of Radstock and is characterised by an open setting. Greenfield and agricultural land surrounds the site to the north, east and south, reinforcing its rural edge character. Residential development lies predominantly to the west, aside from the nearby leisure and educational uses.
3	**Commercial Market**	The East Radstock site occupies a location on the eastern side of Radstock, adjoining established residential areas but outside the town's limited commercial core. The site is not part of a recognised employment cluster and Radstock does not function as a major employment destination within the wider area. As such, market demand for employment-led development in this location is likely to be modest and focused on small-scale, locally serving uses. While the site may support certain forms of employment as part of a broader mixed-use development, it is unlikely to attract higher-value or footloose commercial occupiers or achieve strong commercial values. Overall, the site demonstrates moderate market appeal appropriate to its scale and Somer Valley context, rather than representing a strategic or market-leading employment opportunity.
4	**Availability of Workforce and Urban Relationship**	The site has a good relationship with the existing urban area, being located adjacent to established residential neighbourhoods within Radstock. Its position allows for convenient access to a local workforce, with clear opportunities for walking and cycling between surrounding housing areas and the site. The area is also served by local bus services, providing connections across Radstock, Midsomer Norton, and the wider Somer Valley. While wider regional connectivity is limited, the site's proximity to existing housing and its integration within the settlement support sustainable commuting patterns and ensure access to an appropriate local workforce. In this respect, the site performs more strongly in workforce accessibility than peripheral or rural Somer Valley locations.

Traffic Light Score	Consideration	Reasoning
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2 km of the site, which currently shows moderate (amber) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from superfast broadband coverage (up to c8 Mbps) suggesting low connectivity in the area, similarly, the Think Broadband the Think Broadband map records low-speed connectivity, yet this is subject to site-specific confirmation. There are low voltage DNO cables and towers which run across the site.
4	**Environmental constraints**	The site is situated within the Bristol, Avon Valleys and Ridges NCA. Parcels of deciduous woodland priority habitat and ancient woodland lie adjacent to the northeast, east and south of the site. The site lies within the impact risk zone for the Huish Colliery Quarry SSSI located 490 metres to the west. The site is located within flood zone 1 and is therefore, at low risk of flooding from rivers and seas. There are limited environmentally sensitive receptors located within and surrounding the site, therefore posing minimal risk to the development of the site.
4	**Heritage constraints**	The Site is not covered by any heritage designations; however, Radstock Conservation Area is situated approximately 275 metres to the east. The closest heritage features are the Grade II listed 'Combe Farmhouse' (List Entry: 1115156) and 'Manor Farmhouse' (List Entry: 1320560) which are located 65 and 78 metres north and northwest respectively. As such, the proposed development should consider the impact on the setting of the heritage features.
Summary	The East Radstock site is located on the eastern edge of Radstock, adjoining established residential neighbourhoods and forming part of the wider urban area of the settlement. The site benefits from reasonable accessibility, with local road connections providing links to Radstock, Midsomer Norton, and the surrounding Somer Valley. Public transport services operate in the wider area, and opportunities exist for pedestrian and cycle connections to nearby housing, supporting local movement, although strategic and regional connectivity is limited compared to Bath and Keynsham. The site offers potential to support locally focused employment or mixed-use development that complements Radstock's role as a small town rather than a strategic employment centre. It does not form part of an established	

Traffic Light Score	Consideration	Reasoning
		employment cluster and lacks the scale, visibility, and agglomeration benefits associated with major employment locations. The site benefits from proximity to surrounding residential areas, providing convenient access to a local workforce within walking and cycling distance. The site is not subject to the any heritage or environmental constraints within its boundaries, although its relationship with adjoining residential uses will require careful consideration of layout, access, and amenity impacts. **In light of the above, it is considered that the site is potentially suitable for employment development**, subject to appropriate design and mitigation. The site is likely to be residential led, therefore any employment provision will be supplementary to the residential function.

North Radstock



Figure 1.51 - Map of North Radstock site – Image showing the extent of the site outlined in red.

Table 1.51 – Appraisal of North Radstock site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site comprises of two land parcels (73.5 ha combined) that currently features exclusively greenfield, agricultural uses. It is located immediately north of Radstock with access via the A367 Bath New Road to the west and Bath Old Road and Woodborough Lane to the south.
3	**Placemaking Potential**	This site represents an opportunity for a significant extension to the existing settlement boundary of Radstock. Given the scale of the site, the site is of a scale that it could develop a distinct sense of place through site design and composition, land use and the integration of green infrastructure and landscaping. The site would have access existing population centres to the south and some (though limited) modal options into the centre of Radstock and settlements within the vicinity. These routes would need to be significantly expanded and improved to integrate any development into the existing networks of Radstock and its associated infrastructure and amenities.
4	**Vehicular Access**	The site is bordered by the A367 to the north, which provides vehicular access and forms a key route connecting the Somer Valley to Bath and onward destinations.
3	**Active Travel and Public Transport Access / Local Amenities**	Public transport accessibility is limited by the absence of nearby railway stations. A bus stop on the A367 provides access to routes 171, 172, 173, 174 and 522, offering connections between Bristol, Bath and intermediate settlements. The site benefits from the presence of Trinity Church School immediately to the south, which represents a key local community use. Beyond this, the rural setting and limited range of nearby amenities reduce opportunities for walking and cycling for everyday trips and reinforce dependence on private vehicles.
2	**Character of Area and Uses**	The site is located on the edge of Radstock within a predominantly rural setting characterised by greenfield and agricultural land. Low-density residential development is present beyond the immediate site boundary, reinforcing the rural and transitional character of the area.

Traffic Light Score	Consideration	Reasoning
3	**Commercial Market**	The North Radstock site is located on the northern edge of Radstock, adjoining residential areas but outside the town's limited commercial and retail core. The site does not form part of an established employment cluster, and Radstock itself does not function as a major employment centre within the authority. Consequently, market demand for employment-led development in this location is likely to be modest and locally focused, with limited appeal to higher-value or footloose commercial occupiers. While the site may be capable of supporting small-scale employment uses, particularly as part of a mixed-use or residential-led scheme, it is unlikely to generate strong commercial demand or achieve higher employment land values. Overall, the site demonstrates moderate market appeal appropriate to its scale and Somer Valley context rather than a strategic employment role.
4	**Availability of Workforce and Urban Relationship**	The site has a reasonable relationship with the surrounding urban area, benefiting from proximity to existing residential neighbourhoods within northern Radstock. This adjacency provides access to a local workforce and offers opportunities for walking and cycling between nearby housing areas and the site. The area is also served by local bus services connecting Radstock with Midsomer Norton and the wider Somer Valley. However, the site's edge-of-settlement position and separation from the town centre reduce its level of integration compared to more central locations. While workforce availability is suitable for locally based employment uses, connectivity is more limited than for sites located within or immediately adjacent to the town centre.
5	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation within 1 – 2 km of the site, which currently shows moderate (amber) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from ultra broadband coverage (up to c1000 Mbps) suggesting high connectivity in the area, however, the Think Broadband recorded real-world speeds are more variable suggesting connectivity in the area may be moderate and

Traffic Light Score	Consideration	Reasoning
		inconsistent, yet this is subject to site-specific confirmation. There are low voltage DNO cables and towers which run across the site. As for the sites connectivity and servicing by utilities such as water and sewerage, it is understood that the statutory undertakers will operate under standard industry obligations to provide mains services to the development.
4	**Environmental constraints**	The site is situated within the Bristol, Avon Valleys and Ridges NCA. An area of woodland pasture BAP lies adjacent to the northeast of the site, other parcels of priority habitat within 1km of the site include deciduous woodland and ancient woodland. The site lies within the impact risk zone for the Writhlington SSSI located 205 metres to the west. The majority of site is located within Flood Zone 1, other than a small area to the southeast of the site which is covered by Flood Zones 2 and 3 and would need to be considered in the design of the proposed development. There are limited environmentally sensitive receptors located within and surrounding the site, therefore posing minimal risk to the development of the site.
3	**Heritage constraints**	The site is not situated within any Conservation Areas however, the 'Camerton Romano-British town and associated Prehistoric and early medieval monuments' Scheduled Monument is located within the site boundary. The closest listed building, the Grade II listed '1, Fosseway' (List Entry: 1136758) is located approximately 230 metres west of the Site. The majority of the nearby listed buildings are concentrated to the southeast of the site within the Radstock Conservation Area. As such, the proposed development should consider the impact on the setting of the heritage features. While heritage assets are important in shaping the opportunity at the site, it is large enough that development could be configured to avoid any direct impacts on the assets or their settings.
Summary	The North Radstock site is located on the northern edge of Radstock, adjoining existing residential areas but positioned further from the town centre than other Radstock sites. The site benefits from access via the local road network, providing connections to Radstock, Midsomer Norton, and the wider Somer Valley. Local bus services	

Traffic Light Score	Consideration	Reasoning
		operate within the area, and there is potential for pedestrian and cycle links to nearby neighbourhoods; however, accessibility is more limited than for town-centre locations and strategic transport connectivity is modest. The site offers scope to support small-scale, locally focused employment or mixed-use development that aligns with Radstock's role as a local service centre rather than a strategic employment hub. It does not form part of an established employment cluster and lacks the scale, visibility, and agglomeration benefits associated with larger Somer Valley or Bath-based sites. Proximity to existing housing provides access to a local workforce, although the catchment is relatively limited. The site does have a heritage constraint with a scheduled monument located within the site boundary; careful consideration would need to be given to the design of any employment space. **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development**, subject to an appropriate, context-led design approach. The site is likely to be residential led, therefore any employment provision will be supplementary to the residential function.

Rural

Existing Sites

Church Farm Business Park, Ashton Hill, Corston



Figure 1.52 - Map of Church Farm Business Park site – Image showing the extent of the site outlined in red.

Table 1.52 – Appraisal of Church Farm Business Park site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located west of the settlement of Corston, accessible via the A39 through Aston Hill. The site comprises an approximately 1.45 ha plot that features a number of small commercial units. Development on this site would be brownfield in nature, accordingly.
2	**Placemaking Potential**	This site is located on the edge of settlement with little to no visibility from any trunk roads. Its accessibility is poor, requiring a car to access the site and situated on a minor road. Notwithstanding this, the site is acknowledged to be of a scale capable of featuring some landscaping and placemaking features that would be beneficial to the immediate locality. The site also benefits from being adjacent to a small population centre in Corston, improving its sustainability somewhat.
3	**Vehicular Access**	Vehicular access to the site is provided via Ashton Hill, which offers indirect connection to the A39. The A39 is a key route linking Bath to surrounding settlements including Wells and provides a clear connection to the wider road network. This direct relationship with an A-road supports good accessibility for a range of vehicle types, including servicing and operational traffic
2	**Active Travel and Public Transport Access / Local Amenities**	The site performs poorly in terms of sustainable transport accessibility. There are no railway stations or bus stops within immediate walking distance, limiting opportunities for travel by public transport. Although the site lies within walking distance of Corston village centre, which provides some basic amenities, the overall range of services is limited, and the walking environment is not well suited for regular trips. The surrounding rural context and lack of dedicated pedestrian and cycling infrastructure further constrain active travel options.
2	**Character of Area and Uses**	The site is defined by a converted farm and rural business park environment, with a mix of small office, workshop, and artisanal uses accommodated within traditional and adapted buildings. The character is informal and low-density, with a dispersed layout reflecting its

Traffic Light Score	Consideration	Reasoning
		agricultural origins. The surrounding rural context reinforces a quiet, locally focused employment setting, with limited commercial intensity or visibility. The area has a distinctive but niche identity, supporting small businesses rather than functioning as a strategic employment location.
3	**Commercial Market**	Church Farm Business Park occupies a rural employment location to the west of Bath, providing a mix of small-scale office, workshop, and light industrial uses within a converted farm and business park setting. The site offers a degree of flexibility and affordability that supports local businesses and generates ongoing, if limited, occupier demand; however, its peripheral location away from main commercial centres, relatively modest accommodation offer, and lack of critical mass constrain its ability to attract higher-value occupiers or achieve strong rental performance. The character of the site is more informal and locally oriented, appealing primarily to small enterprises rather than larger or more footloose businesses. As such, it demonstrates some market appeal with steady day-to-day occupancy but remains firmly within the secondary tier and is unlikely to achieve prime or near-prime values.
3	**Availability of Workforce and Urban Relationship**	Church Farm Business Park has a more limited relationship with the surrounding urban area, reflecting its rural location and relative separation from Bath's main residential and employment zones. While housing is present within nearby villages and the wider area, access to the site is more constrained and largely car-dependent, with limited public transport connectivity and fewer clear access corridors compared to more urban sites.
3	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a substation over 2 km from the site and therefore may have a limited capacity available locally suggesting weaker strategic connectivity. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c1000 Mbps) suggesting high connectivity in the

Traffic Light Score	Consideration	Reasoning
		area, however, the Think Broadband[88] map does not currently indicate coverage for the area, suggesting the site is unlikely to be served by full fibre infrastructure at present and may rely on lower-speed broadband connections. There are no cables or towers located within the site.
5	**Environmental constraints**	The site is located within the Cotswolds NCA and the B&NES Green Belt. The site is also located within an SSSI Impact Risk Zone; however this feature is located over 2 kilometres from the site and is therefore unlikely to form a significant consideration. Environmental designations within 1 km of the site include the Cotswolds NL which is situated 885 metres northeast of the site. There are no priority habitats located within or in close proximity of the site with the closest parcels of traditional orchard priority habitat and deciduous woodland priority habitat located 127 metres east and 144 metres northeast, respectively. There are no other environmental designations within 1 kilometre of the site. The site is wholly located in Flood Zone 1, meaning the site is at low risk of flooding from rivers and seas. There are limited environmental constraints covering the site however, the setting and impact on the openness of the Green Belt should be considered in the development proposals.
5	**Heritage Constraints**	There are no heritage designations covering the site. The closest Grade II listed buildings include the Milestone at National Grid Reference St 6924 6520' (List Entry: 1312962) and the 'Pair of Gatepiers, Gates and Flanking Railings and Mounting Block to West of Manor Farmhouse' (List Entry: 1365667) located 155 metres and 243 metres southeast of the site, respectively. Due to the distance from sensitive heritage assets, it is not considered this will form a key consideration in the development of the site.
Summary	Church Farm Business Park is located to the west of Corston in a rural setting, accessed via Aston Hill from the A39. The site comprises a small (1.45 ha) brownfield business park within a converted farm complex. Vehicular access is	

[88] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		limited, relying on minor roads, and accessibility by sustainable modes is poor, resulting in a strong reliance on private vehicles. The site is situated on the edge of a small settlement but remains relatively disconnected from wider urban areas. The site performs a modest and locally focused employment function, supporting small-scale office, workshop, and artisanal uses. Market demand is stable but limited, reflecting its rural location, modest accommodation, and lack of critical mass, which constrain its ability to attract higher-value occupiers. Environmental constraints are relatively limited, although the site lies within the Green Belt and near the Cotswolds NL, requiring consideration of landscape impact. Heritage constraints are minimal. **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development,** subject to improved placemaking and Green Belt considerations. The site is recommended for *infill and uplift*, with opportunities to improve and modernise the existing rural business accommodation whilst retaining its role in supporting local employment and the rural economy.

Cloud Hill Industrial Estate/Trident Works, Temple Cloud



Figure 1.53 - Map of Cloud Hill Industrial Estate/Trident Works site – Image showing the extent of the site outlined in red.

Table 1.53 – Appraisal of Cloud Hill Industrial Estate/Trident Works site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located northwest of the settlement of Hallatrow, accessible via the A39 and A36 via Hart's Lane and Eastcourt Road respectively. The site comprises an approximately 3.02 ha plot that features a number of commercial and industrial units. Development on this site would be brownfield in nature, accordingly.
2	**Placemaking Potential**	This site is located away from settlement, between Temple Cloud and Hallatrow, with little to no visibility from any trunk roads. Its accessibility is poor, requiring a car to access the site and situated on a minor road. Notwithstanding this, the site is acknowledged to be of a scale capable of featuring some landscaping and placemaking features that would be beneficial to the immediate locality. The site also benefits from being within proximity of two small population centres, improving its accessibility somewhat.
2	**Vehicular Access**	Vehicular access to the site is provided via Hart's Lane. This arrangement allows access to the wider road network, including routes linking Bath to surrounding settlements. However, access is reliant on rural minor roads, which limits route choice and may constrain movement for larger vehicles and regular servicing.
1	**Active Travel and Public Transport Access / Local Amenities**	There are no railway stations or bus stops within walking distance, and the surrounding rural road network is not conducive to safe or convenient pedestrian or cycling movements. The site is located between settlements on the edge of Hallatrow, with limited nearby services or community facilities. While there are some residential uses in the wider area, the site is predominantly surrounded by greenfield land and tree cover, which further limits accessibility to amenities. The existing business park use provides some on-site activity, but there is no wider provision of services within close proximity.
3	**Character of Area and Uses**	This area is characterised by a small and relatively isolated industrial cluster within a rural setting, comprising light industrial units, workshops, and storage uses arranged in a modest

Traffic Light Score	Consideration	Reasoning
		and utilitarian layout. The environment is functional and low intensity, with limited cohesion or estate-style planning, reflecting incremental development over time. The surrounding context is predominantly rural, and the site operates as a discrete employment enclave serving local needs.
3	**Commercial Market**	Cloud Hill Industrial Estate and Trident Works occupy a small-scale, rural employment location serving local and sub-regional businesses, with a mix of light industrial, workshop, and storage uses. The site provides relatively affordable and functional accommodation, supporting a degree of ongoing occupier activity; however, its peripheral location away from the main Bath and Bristol commercial centres, limited visibility, and generally modest quality of premises constrain its market attractiveness. Demand is likely to be locally driven, with limited appeal to larger or higher-value occupiers, and rental values expected to remain within the lower secondary range.
2	**Availability of Workforce and Urban Relationship**	The site has a relatively weak relationship with the wider urban area, reflecting its rural location in Temple Cloud and separation from Bath's main residential and employment zones. While there is access to a local labour pool within Temple Cloud and surrounding villages, connectivity is limited, with a strong reliance on private vehicles and few established public transport links or clear access corridors compared to more urban sites. This constrains workforce accessibility and reduces the overall size and flexibility of the available labour market.
4	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a substation within 1 -2 km of the site, which currently shows moderate (amber) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c1000 Mbps) suggesting high connectivity in the area, however,

Traffic Light Score	Consideration	Reasoning
		the Think Broadband[89] map does not currently indicate coverage for the area, suggesting the site is unlikely to be served by full fibre infrastructure at present and may rely on lower-speed broadband connections. There are low voltage distribution cables and DNO towers located in the south of the site, which may require consideration in the design of the development.
4	**Environmental Constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA and within an SSSI Impact Risk Zone, however this feature is located over 2km from the site and therefore, won't have any significant constraints. There are no parcels of priority habitats within the site however, multiple parcels of deciduous woodland priority habitat lie adjacent to the west of the site. There are no other environmental designations within 1 kilometre of the site. The site is wholly located in Flood Zone 1 and is therefore at low risk of flooding from rivers and seas.
4	**Heritage Constraints**	There are no heritage designations covering the site however, a number of heritage features are located within proximity of the site, the closest of which is the Grade II listed 'Cloud Hill Farmhouse' (List Entry: 1129546) and which is located 104 metres west. The setting along the western extent of the CA may form a consideration in the design of the proposed development.
Summary	Cloud Hill Industrial Estate / Trident Works is located in a rural area between Temple Cloud and Hallatrow, accessed via minor roads connecting to the A39 and A36. The site comprises a 3 ha brownfield employment area with a mix of industrial units. Vehicular access is limited and reliant on local roads, while accessibility by sustainable modes is poor, resulting in a strong dependence on private vehicles despite proximity to small nearby settlements. The site performs a modest and locally focused employment function, supporting light industrial, workshop, and storage uses. Market demand is stable but limited, reflecting its peripheral location, low visibility, and relatively modest	

[89] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		quality of accommodation, which constrain its attractiveness to higher-value occupiers. Environmental constraints are generally limited, although nearby priority habitats and rural setting require consideration. Heritage constraints are minimal, with some nearby listed buildings influencing setting. **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development,** subject to appropriate design considerations, and improved accessibility. The site is recommended for *infill and uplift*, supporting the modernisation and enhancement of existing industrial accommodation whilst retaining its established employment function.

Hallatrow Business Park, Wells Road, Hallatrow



Figure 1.54 - Map of Hallatrow Business Park site – Image showing the extent of the site outlined in red.

Table 1.54 – Appraisal of Hallatrow Business Park site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located west of Hallatrow and Paulton at the junction of the A39 (Bristol Road) and A37 (Wells Road). The site comprises an approximately 3.18 ha plot that is currently occupied by a number of commercial and industrial uses. Development on this site would be brownfield in nature, accordingly. Planning approval has previously been granted on a portion of the site for the erection of a Warehouse (Ref. 24/02290/FUL)
4	**Placemaking Potential**	This site is located away from settlement, between Temple Cloud and Hallatrow, featuring good visibility from both the A39 and A37. Its accessibility is good accordingly, with pedestrian infrastructure connecting the site to nearby small population centres. Further, the scale of the site is considered to be capable of featuring some landscaping and placemaking features that would be beneficial to the site and the immediate locality. In light of the above the placemaking opportunity of the site is considered to be good; however, falls somewhat given its location away from settlement.
4	**Vehicular Access**	The site benefits from strong vehicular accessibility as it directly fronts both the A37 to the west and the A39 to the north. These routes provide strategic connectivity between Bristol, Bath and surrounding settlements, supporting regional movement. The existing uses on site, including an Evri delivery centre and motor vehicle dealerships, indicate that the site is already configured to accommodate HGV access and servicing requirements.
2	**Active Travel and Public Transport Access / Local Amenities**	Public transport accessibility is limited but present. Bus stops along the A37 immediately to the west of the site provide services towards Bath and Bristol, supporting regional connectivity. However, there is no railway station within proximity, which limits access to rail services. The site is limited in terms of active travel, as it is located along rural A-roads

Traffic Light Score	Consideration	Reasoning
		with limited pedestrian infrastructure and does not offer a consistent walking or cycling environment. There are limited amenities within walking distance, and the surrounding context features minimal accessible services to support day to day needs.
3	**Character of Area and Uses**	Hallatrow Business Park is characterised by a small, coherent cluster of employment units arranged in a business park format, comprising a mix of light industrial, office, and storage uses. The built environment is functional and relatively modern compared to more fragmented rural sites, providing a degree of consistency in layout and appearance, although overall quality remains modest. The site sits within a predominantly rural setting with limited adjacent residential or commercial development, resulting in a self-contained employment enclave with a clear but locally focused role.
3	**Commercial Market**	Hallatrow Business Park occupies a rural employment location within the Somer Valley, providing a mix of light industrial, office, and storage uses that support local and small-scale business activity. The site benefits from its position on the A37, offering reasonable connectivity to Bath, Bristol, and Wells, which supports a degree of ongoing occupier demand, its relatively remote setting, modest scale, and functional quality of accommodation limit its ability to attract higher-value occupiers or achieve strong rental values. Demand is therefore primarily driven by local and cost-sensitive businesses, with limited inward investment potential from larger firms.
3	**Availability of Workforce and Urban Relationship**	The site has a moderate but constrained relationship with the surrounding urban area, reflecting its location within a small village context and its separation from larger population centres such as Bath and Bristol. While the site benefits from access to a local labour pool within Hallatrow and nearby settlements, workforce accessibility is limited by a reliance on private vehicle travel and comparatively weaker public transport provision, reducing the effective labour catchment. The A37 does provide a degree of connectivity to the wider sub-

Traffic Light Score	Consideration	Reasoning
		regional workforce, but this is not sufficient to match the accessibility of more urban employment locations.
4	**Power and Internet Considerations**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate (amber) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[90] indicates that the site benefits from ultrafast broadband coverage across the site (up to 8 Mbps) indicating low - moderate connectivity, the Think Broadband[91] recorded real-world speeds of around 369 - 640 Mbps, suggesting strong connectivity in the area. There are low voltage DNO distribution powerlines running along the boundaries of the site alongside towers at various points along Mill Road, due to the location of these it is unlikely to restrict the development.
4	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA. It is situated within the Impact Risk Zone for the Long Dole Wood and Meadows SSSI, however this feature is located over 1.6 km from the site and is unlikely to form a significant constraint. There are no priority habitats located within the site however, a parcel of traditional orchard priority habitat is located adjacent to the west of the site boundary. The site is located in Flood Zone 1, which is at a low risk of flooding from rivers and seas. As such, limited environmental designations constrain the site.
5	**Heritage Constraints**	The site is not covered by any historic designations and there are no listed buildings located within or in close proximity to the site. The closest feature is the Grade II listed 'Meadow Lea and Garden Railings' (List Entry: 1129571). As such, heritage considerations are

[90] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[91] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		unlikely to form a significant consideration in the proposed development. The character and setting of the CA should be considered in the design of the proposed development.
Summary		Hallatrow Business Park is located in a rural setting between Temple Cloud and Hallatrow, with access from the A37 and A39. The site comprises a 3.18ha brownfield employment area in active use. While detailed access information is limited, the site benefits from good visibility and reasonable connectivity to the strategic road network, although accessibility by sustainable modes remains more limited than urban locations. The site performs a modest but established employment function within the Somer Valley, supporting a mix of light industrial, office, and storage uses in a relatively coherent business park environment. Market demand is stable but primarily locally driven, reflecting the site's rural location, modest scale, and functional quality, which constrain its ability to attract higher-value occupiers. Environmental and heritage constraints are limited, with few significant designations affecting the site. **In light of the above, it is considered that the site is <u>suitable</u> for appropriately designed employment development.** The site is recommended for *infill and uplift*, reflecting opportunities for incremental intensification, refurbishment and improvement of employment accommodation whilst continuing to support local business activity.

Temple Bridge Business Park, Temple Cloud



Figure 1.55 - Map of Temple Bridge Business Park site – Image showing the extent of the site outlined in red.

Table 1.55 – Appraisal of Temple Bridge Business Park site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located in the countryside, southeast of the village of Temple Cloud. Access to the site is provided via the A37. The site comprises an approximately 1.97 ha plot that currently features a number of commercial and industrial units. Development on this site would be brownfield in nature, accordingly.
4	**Placemaking Potential**	This site is located away from settlement, between Temple Cloud and Hallatrow, featuring good visibility from both the A37. Its accessibility is good accordingly, with pedestrian infrastructure connecting the site to nearby small population centres. Further, the scale of the site is considered to be capable of featuring some landscaping and placemaking features that would be beneficial to the site and the immediate locality. In light of the above the placemaking opportunity of the site is considered to be good; however, falls somewhat given its location away from settlement.
4	**Vehicular Access**	The site directly fronts the A37, which provides a key north–south route connecting Bristol, Bath and Wells. This offers strong vehicular connectivity and enables direct access to the wider strategic road network. The frontage onto an A-road supports access for a range of vehicle types, including potential servicing and operational movements.
2	**Active Travel and Public Transport Access / Local Amenities**	Public transport accessibility is limited but present. Bus stops located along the A37 to the north-west of the site are served by routes 376, 174 and 172, providing connections towards Bath and Wells. However, there is no railway station within proximity, which limits access to rail services and wider regional connectivity. The surrounding environment is predominantly rural and characterised by agricultural and greenfield land, with a camping ground nearby that offers access to outdoor recreation. There is an absence of a wider

Traffic Light Score	Consideration	Reasoning
		range of local amenities such as retail, food or service uses within walking distance, and the roadside environment is not particularly supportive of pedestrian or cycle movements.
3	**Character of Area and Uses**	Temple Bridge Business Park is characterised by a modest and coherent cluster of employment units arranged in a business park format, comprising a mix of light industrial, office, and storage uses within a predominantly rural setting. The built form is generally functional and consistent, offering a more organised environment than some smaller rural sites, although overall quality and intensity remain relatively low. The site operates as a self-contained employment enclave, with limited integration into surrounding residential or commercial uses, reinforcing its locally focused role.
3	**Commercial Market**	Temple Bridge Business Park occupies a small-scale, rural employment site within the Somer Valley, accommodating a mix of light industrial, office, and storage uses that cater primarily to local businesses. The site benefits from its position on the A37, providing reasonable road connectivity to Bristol, Bath, and surrounding settlements, which supports a degree of ongoing occupier demand. However, its limited scale, modest quality of accommodation, and relatively peripheral location constrain its ability to attract higher-value occupiers or achieve strong rental performance, with demand largely driven by cost-sensitive and locally based businesses. While the site functions effectively within its local context and provides flexible employment space, it remains within the secondary tier of the market and is unlikely to compete with larger or more strategically located employment areas.
3	**Availability of Workforce and Urban Relationship**	Temple Bridge Business Park has a moderate but constrained relationship with the wider urban area, reflecting its location within Temple Cloud and distance from major population centres. While there is access to a local labour pool from nearby villages and settlements, connectivity is limited, with a high reliance on private vehicles and comparatively weaker public transport provision reducing accessibility for a broader workforce. The A37 offers

Traffic Light Score	Consideration	Reasoning
		some linkage to the wider Bath and Bristol travel-to-work area, but this does not fully offset the site's rural context and relative isolation.
5	Power and Internet Connections	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows moderate – high (green/amber) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[92] indicates that the site benefits from ultrafast broadband coverage across the site (up to 1000 Mbps) indicating strong connectivity however, the Think Broadband[93] map does not show coverage for this area suggesting inconsistent connectivity which may rely on lower speeds. There are no powerlines or towers located within the site. As for the sites connectivity and servicing by utilities such as water and sewerage, it is understood that the statutory undertakers will operate under standard industry obligations to provide mains services to the development.
4	Environmental constraints	The site is located within the Bristol, Avon Valleys and Ridges NCA. It is situated within SSSI Impact Risk Zones for Long Dole Wood and Meadows SSSI and Burledge Sidelands and Meadows SSSI, however these features are located over 1.7 km southwest and 1.9 km west from the site and are therefore, unlikely they will form a significant constraint. There are no parcels of priority habitat within or within close proximity of the site with the closest parcel of deciduous woodland priority habitat located 330 metres north. There are multiple parcels of priority habitats including deciduous woodland and woodland pasture BAP within 1 km of the site. The site is located within

[92] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[93] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		Flood Zone 1 and therefore has a low risk of flooding from rivers and seas. Due to the distance from environmental receptors the site is not considered to be highly constrained.
4	**Heritage Constraints**	The site is not covered by any heritage designations; there are no listed buildings within the site. Two grade II listed features sit to the north of the site. The Grade II listed 'Temple Bridge Farmhouse' (List Entry: 1320785) sits 39 metres north of the site, alongside 'Bridge House' (List Entry: 1129541), located 81 metres north. The proximity of the listed buildings may form a minor consideration in the design of the proposed development.
Summary	Temple Bridge Business Park is located in a rural setting southeast of Temple Cloud, with access from the A37. The site comprises a 2 ha brownfield employment area in active use. The site benefits from good visibility and reasonable connectivity to the strategic road network, although accessibility by sustainable modes is limited and it remains relatively remote from larger settlements. The site performs a modest and locally focused employment function, supporting a mix of light industrial, office, and storage uses within a coherent but low-intensity business park environment. Market demand is stable but primarily driven by local and cost-sensitive occupiers, reflecting its rural context, limited scale, and modest quality of accommodation. Environmental and heritage constraints are generally limited, with low flood risk and only minor sensitivities from nearby listed buildings. This role remains important in maintaining a diverse range of employment locations capable of accommodating local businesses. **In light of the above, it is considered that the site is <u>suitable</u> for appropriately designed employment development.** The site is recommended for *infill and uplift,* enabling the gradual enhancement and intensification of existing employment uses whilst maintaining its role as an important rural business location.	

Timsbury Village Workshops, Hayeswood Road, Timsbury

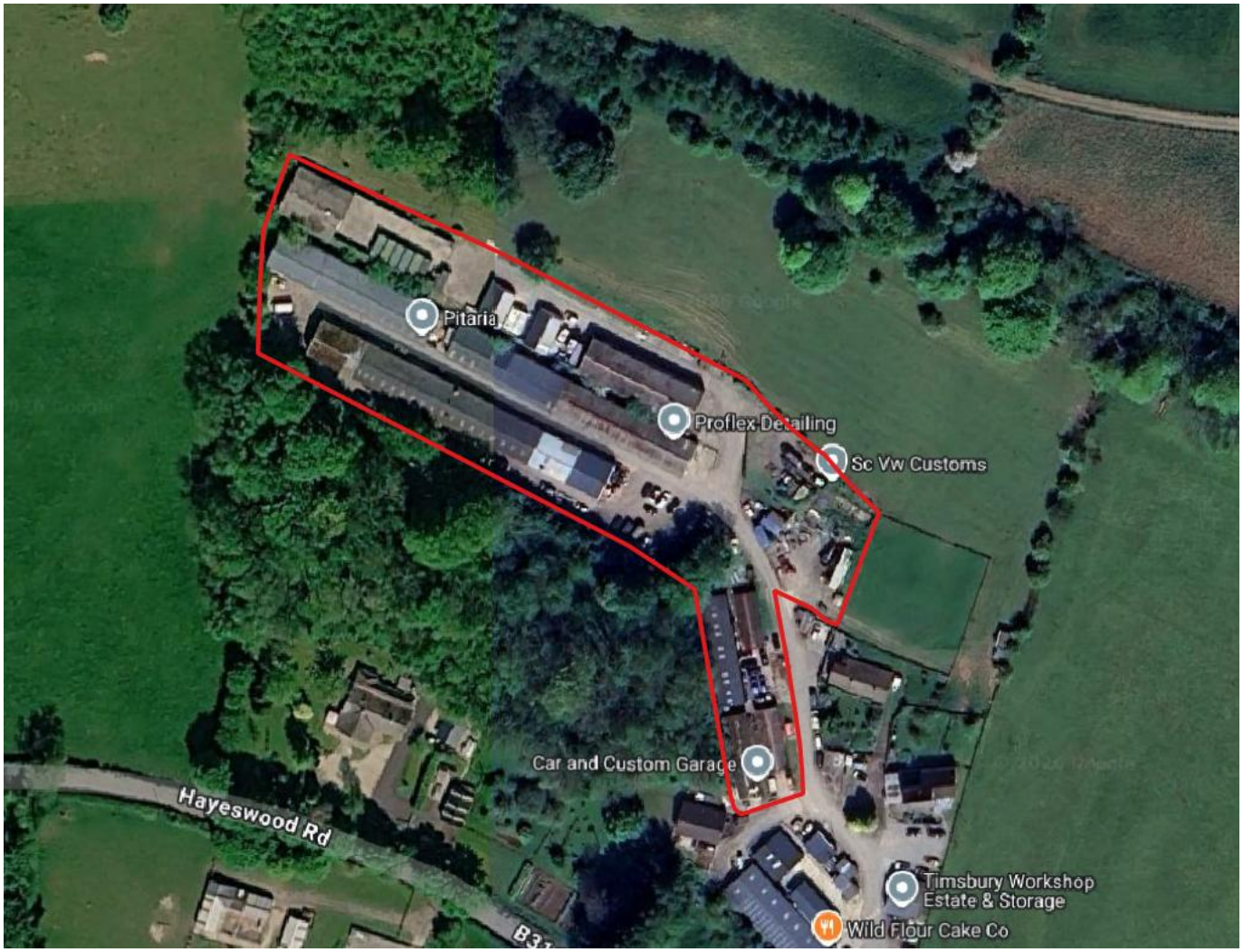


Figure 1.56 - Map of Timsbury Village Workshops site – Image showing the extent of the site outlined in red.

Table 1.56 – Appraisal of Timsbury Village Workshops site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located in the countryside, northwest of the village of Timsbury. Access to the site is provided via the B3115 (Hayeswood Road). The site comprises an approximately 1.07 ha plot that currently features a number of commercial and industrial units. Development on this site would be brownfield in nature, accordingly.
2	**Placemaking Potential**	This site is located away from settlement, with limited visibility along a B-Class Road (B3115). Its accessibility is poor, requiring a car to access the site with no active travel infrastructure connecting to the site. Notwithstanding this, the site is acknowledged to be of a scale capable of featuring some landscaping and placemaking features.
3	**Vehicular Access**	The site fronts the B3115 to the south, which provides a local route indirectly connecting to the A39 to the west. This offers an indirect link to the wider strategic road network and supports general vehicular access to surrounding settlements.
1	**Active Travel and Public Transport Access / Local Amenities**	The site performs poorly in terms of sustainable transport accessibility. There are no railway stations or bus stops within immediate walking distance, which significantly limits opportunities for travel by public transport. The surrounding environment is predominantly rural, comprising greenfield and agricultural land, which does not support strong pedestrian or cycling connectivity for everyday trips. A bakery is located on the site, providing a limited on-site amenity, but there is an absence of services or community facilities in close proximity.
2	**Character of Area and Uses**	Timsbury Village Workshops are characterised by a small, informal cluster of employment uses set within a predominantly rural and residential village context, with light industrial, workshop, and storage activities accommodated in modest, utilitarian buildings. The layout

Traffic Light Score	Consideration	Reasoning
		is relatively ad hoc, with limited cohesion or estate-style structure, reinforcing its role as a locally serving employment site rather than a strategic or planned business location.
2	**Commercial Market**	Timsbury Village Workshops comprise a small-scale and locally focused employment site within a rural village setting, accommodating a mix of light industrial, workshop, and storage uses that cater primarily to small businesses. The site provides relatively affordable and flexible space, supporting ongoing local occupier demand; however, its limited scale, modest quality of accommodation, and peripheral location away from main commercial centres constrain its broader market appeal.
3	**Availability of Workforce and Urban Relationship**	Timsbury Village Workshops have a moderate but constrained relationship with the surrounding urban area, reflecting their location within a small village and relative distance from larger population centres such as Bath and Bristol. While the site benefits from access to a local labour pool within Timsbury and nearby settlements, workforce availability is limited in scale, with connectivity reliant on local road networks and a greater dependence on private vehicle travel due to more limited public transport options.
2	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a nearby primary substation, within 1 – 2km of the site, which currently shows high (green) demand headroom. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker[94] indicates that the site benefits from standard broadband coverage across the site (up to 2 Mbps) indicating poor connectivity however, the Think Broadband[95] map recorded real-world speeds of around 20 - 70 Mbps, in the nearby area suggesting inconsistent or lower speed connectivity in the area. There are no powerlines or towers located within the site however low voltage

[94] https://checker.ofcom.org.uk/en-gb/broadband-coverage#pc=BS311ST&uprn=10001145646
[95] https://labs.thinkbroadband.com/local/broadband-map#14/51.4095/-2.4718/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		DNO distribution cables run adjacent to the west and south of the site alongside towers located in these areas.
3	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA. It is situated within an SSSI Impact Risk Zone; however this feature is over 2 km from the site and is unlikely to form a significant constraint. There is a parcel of deciduous woodland priority habitat directly adjacent to the south of the site, which overlaps slightly with the site boundary and is likely to require conservation as part of the design. In addition, parcels of deciduous woodland and traditional orchard priority habitat are located within close proximity of the site. The site is located within Flood Zone 1 and therefore has a low risk of flooding from rivers and seas. Due to the proximity of sensitive environmental receptors the site will require adequate design and mitigation implemented.
4	**Heritage Constraints**	The site is not covered by any heritage designations; there are no listed buildings within or within close proximity of the site. The closest asset is the Grade II listed 'Sleight Farmhouse' (List Entry: 1129598) which is situated 358 metres east of the site. Therefore, the site is not constrained by heritage considerations.
Summary	Timsbury Village Workshops are located in a rural setting to the north-west of Timsbury, accessed via the B3115 (Hayeswood Road). The site comprises a 1.1 ha brownfield employment area in active use. Accessibility is limited, with reliance on private vehicles and minimal active travel or public transport connections, reflecting its peripheral village location. The site performs a modest and locally focused employment function, supporting a mix of light industrial, workshop, and storage uses within an informal and fragmented layout. Market demand is stable but limited to local occupiers, reflecting the site's small scale, modest quality, and separation from main commercial centres, which constrain its wider appeal. Environmental constraints are moderate, including nearby priority habitats requiring mitigation, while heritage sensitivities are minimal. The Somer Valley is highlighted in the FENA 2025 Update to have a concentration	

Traffic Light Score	Consideration	Reasoning
		of industrial space and provision of manufacturing industry in particular, however, studies into employment need and engagement with agents suggests that demand for such premises has decreased in recent years. **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development,** subject to appropriate environmental mitigation, as well as placemaking and digital infrastructure improvements. The site is recommended for *infill and uplift*, supporting the upgrading, rationalisation and continued provision of small-scale employment accommodation whilst retaining its contribution to the local economy.

Burnett Business Park, Gypsy Lane, Keynsham



Figure 1.58 - Map of Burnett Business Park site – Image showing the extent of the site outlined in red.

Table 1.58 – Appraisal of Burnett Business Park site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located southeast of Keynsham, northeast of Burnett, and is accessible via the A39 through Gypsy Lane. The site comprises an approximately 11.11 ha plot that features a number of commercial units – many of which associated with agriculture. Development on this site would be brownfield in nature, accordingly.
2	**Placemaking Potential**	This site is located in the countryside with little to no visibility from any trunk roads. Its accessibility is poor, requiring a car to access the site and situated on a minor road. Whilst the site itself is of a scale capable of featuring appropriate landscaping and placemaking features, its separation from any major development significantly impacts its sustainability and sense of place.
2	**Vehicular Access**	Vehicular access to the site is provided via Gypsy Lane, a local minor road that connects to the A39 to the south after a small number of junctions. This arrangement provides an indirect link to the strategic road network and enables access to surrounding settlements. However, reliance on minor roads limits route choice and may constrain access for larger vehicles or frequent servicing movements.
2	**Active Travel and Public Transport Access / Local Amenities**	The site has limited accessibility by sustainable modes. There are no railway stations or bus stops within immediate walking distance, which restricts public transport options for employees and visitors. The surrounding area is predominantly rural in character, with greenfield and agricultural land limiting opportunities for walking and cycling for everyday trips. The site itself comprises an established business park with existing retail and commercial uses, which provides some on-site employment and limited services. However, there is no wider cluster of accessible amenities or community facilities nearby.
3	**Character of Area and Uses**	Burnett Business Park is characterised by a relatively modern and planned business park environment, comprising a mix of office, light industrial, and hybrid units set within a structured layout. The built form is generally consistent, with a functional but more coherent and managed appearance than older estates. The site operates as a self-contained employment

Traffic Light Score	Consideration	Reasoning
		location, with landscaping and parking contributing to a more formal business setting, although overall intensity remains moderate. The location of the business park is rural and would constrain intensification.
3	**Commercial Market**	Burnett Business Park, Gypsy Lane, Keynsham, occupies an established employment location within the Bath–Bristol corridor, benefiting from reasonable strategic accessibility to the A4, Keynsham town centre, and the wider motorway network. The site comprises a mix of light industrial, office, and hybrid employment uses, supporting a functional and flexible commercial environment with ongoing occupier churn. While its position between two strong economic centres provides a degree of locational advantage, the out-of-centre business park format, relatively standard quality of accommodation, and limited sense of place mean it does not command prime rents or attract higher-value occupiers. As such, the site demonstrates consistent secondary market appeal, supporting a range of day-to-day business activities, but is unlikely to achieve values comparable to more central or higher-quality employment locations without significant intervention.
3	**Availability of Workforce and Urban Relationship**	Burnett Business Park benefits from access to a broad labour pool across the Bath and Bristol travel-to-work area, as well as Keynsham and nearby settlements; however, its relationship with the surrounding urban area is disconnected. While housing is available within the wider vicinity and the site is connected via the rural road network, accessibility is more reliant on private vehicle use, with comparatively weaker integration into walkable. Workforce availability is considered adequate but not exceptional, reflecting a middling relationship with the urban area.
3	**Power and Internet Connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the site is likely to be served by a substation over 2 km from the site and therefore may have a limited capacity available locally suggesting weaker strategic connectivity. Feasibility will be subject to detailed capacity confirmation and network routing assessment by the Distribution Network Operator. The Ofcom mobile and broadband checker indicates that the site benefits

Traffic Light Score	Consideration	Reasoning
		from ultrafast broadband coverage (up to c1000 Mbps) suggesting high connectivity in the area, however, the Think Broadband[96] map does not currently indicate coverage for the area, suggesting the site is unlikely to be served by full fibre infrastructure at present and may rely on lower-speed broadband connections. There are medium voltage DNO distribution powerlines running across the north of the site, however they cover a small area and should not cause a significant constraint to the developable area of the site.
4	**Environmental Constraints**	The site is located within the Bristol, Avon Valley and Ridges NCA and the B&NES Green Belt. The site is also located within an SSSI Impact Risk Zone, however this feature is located over 2 kilometres from the site and is therefore unlikely to form a significant consideration. Environmental designations within 1 km of the site include Manor Road Community Woodland Local Nature Reserve which is situated 683 metres to the north. There are no parcels of priority habitat within or immediately surrounding the site with the closest asset being a parcel of deciduous woodland located 383 metres east. The site is wholly located within Flood Zone 1 and is therefore at low risk of flooding from rivers and seas. There are limited environmental constraints covering the site however, the setting and impact on the openness of the Green Belt should be considered in the development proposals.
5	**Heritage Constraints**	The site is not covered by any historic designations. There are no listed buildings located within or in close proximity of the site. The closest feature is the Grade II listed 'Uplands Farmhouse', situated 468 metres northwest of the site (List Entry: 1384648).
Summary	Burnett Business Park is located to the south-east of Keynsham in a rural setting, accessed via Gypsy Lane connecting to the A39. The site comprises an approximately 11.1 ha brownfield business park with a mix of commercial and agricultural-related uses. Vehicular access is limited by reliance on minor roads, and accessibility by	

[96] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		sustainable modes is very poor, with no nearby public transport or active travel infrastructure, resulting in a strong dependence on private vehicles. The site demonstrates moderate employment potential, supported by its position within the Bath–Bristol corridor and its established role as a business park. However, its rural and disconnected location, standard quality of accommodation, and limited sense of place constrain its market attractiveness and ability to attract higher-value occupiers. Environmental constraints are relatively limited, although the site lies within the Green Belt, requiring careful consideration of openness and landscape impact. Heritage constraints are minimal. **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development**, subject to Green Belt considerations and accessibility improvements. The site is recommended for *infill and uplift*, recognising its established role within the rural employment portfolio and the importance of retaining existing employment opportunities in this location.

Proposed Draft Local Plan Allocations

Box Road, Bathford



Figure 1.59 - Map of Box Road, Bathford site – Image showing the extent of the site outlined in red.

Table 1.59 – Appraisal of Box Road, Bathford site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located off the A4 Box Road, between Bathford and Batheaston and forms part of the Bath urban fringe. The site comprises a 0.73 ha plot that features agricultural uses. The site is greenfield land accordingly.
2	**Placemaking Potential**	This site represents an infill, ribbon development along the A4 on the approach to Bathford and Batheaston. It is located adjacent to an orchard and within close proximity to a small number of existing commercial uses along this stretch of the A4. While commercial development of the site would be consistent with this pattern of development, the size of the site, location outside a recognised commercial area and screening by existing vegetation mean that its placemaking potential is limited. While the site directly fronts the A4, it is not well connected to active travel infrastructure.
4	**Vehicular Access**	The site is directly bordered by the A4 to the south, which provides a key east to west route connecting the site to Bath city centre and onward to surrounding settlements.
1	**Active Travel and Public Transport Access / Local Amenities**	Public transport accessibility in the immediate vicinity of the site is poor. There are no bus services or railway stations located within walking distance, limiting opportunities for sustainable commuting in the short term. An operational railway line runs directly to the south of the site, which presents a potential long-term opportunity for the provision of a new station should future development demand and investment priorities allow. There are no local amenities in close proximity.
2	**Character of Area and Uses**	The site is located on the edge of Bath and is characterised by a predominantly rural setting. While greenfield and agricultural land uses define the immediate surrounding environment, the site does have a relationship with neighbouring commercial activities in Bathford and Batheaston.

Traffic Light Score	Consideration	Reasoning
2	**Commercial Market**	The Box Road site occupies an edge of settlement location within Bathford, outside the main employment centres of Bath and Keynsham. The site does not form part of a recognised commercial or employment cluster and is primarily characterised by its relationship to surrounding rural and residential areas. While the site is proximate to Bath and the A4 corridor, its location means that an employment offer is more likely to be focused on the opportunity to support the rural economy by providing local and/or specialist provision, the success of which is not contingent on proximity more intensive economic activities.
2	**Availability of Workforce and Urban Relationship**	The site has a reasonable, though limited, relationship with the surrounding urban area. Bathford village and nearby settlements provide access to a local workforce, and the site benefits from road connections along Box Road and the A4. However, the settlement itself is relatively small, and pedestrian, cycle, and public transport connectivity between the site and surrounding residential areas is limited compared to urban or town-centre locations. Employment uses on the site would therefore be more reliant on car-based commuting. While workforce availability exists at a local level, the site's edge-of-settlement position and separation from larger population centres reduce its integration with the wider urban fabric and constrain opportunities for sustainable access.
2	**Power and Internet connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the closest primary substation to the site is located over 3 km away which is likely to make connection more difficult however, this substation shows to have high (green) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from superfast broadband coverage (up to c1Mbps) suggesting low connectivity in the area, similarly, the Think Broadband[97] map does not currently indicate coverage suggesting the site is unlikely to be served by full fibre infrastructure at present and may rely on lower-speed

[97] https://labs.thinkbroadband.com/local/broadband-map#16/51.3814/-2.3588/test/nonsuperfast/

Traffic Light Score	Consideration	Reasoning
		broadband connections. There are no powerlines crossing the site however, low voltage DNO cables and towers are located adjacent to the northwest of the site.
2	**Environmental Constraints**	A parcel of traditional orchard priority habitat covers the majority of the site other than a small area of impermeable surface in the southeast corner, within 1 kilometre of the site lies parcels of deciduous woodland priority habitat, Lowland meadows priority habitat, ancient woodland and Lowland calcareous grassland priority habitat. The site is located within the Bristol, Avon Valleys and Ridges NCA. The site is located within the SSSI Impact Risk Zone for Brown's Folly SSSI which is located 812 metres south of the site. Other environmental designations within 1km of the site include Bath & Bradford upon Avon Bat Special Area of Conservation (SAC) also situated 812 metres south of the site. The site is located within flood zone 1 and is therefore at low risk of flooding from rivers or seas. The priority habitat within the site will pose a constraint to the proposed development and will require protection and mitigation.
5	**Heritage Constraints**	The Site is not located within a Conservation Area or covered by any other heritage designations; however, it is located within the limits of the indicative extent for the WHS. There are no listed buildings within close proximity of the site, with the closest listed assets the Grade I 'Railway Bridge for Underpass 10 Metres to East Of No 35' (List Entry: 1320507), and Bathford Conservation Area located 480 metres south of the site.
Summary	The Box Road site is located on the edge of the village of Bathford, outside the main urban areas of Bath and Keynsham. The site benefits from road access via Box Road and the A4 corridor, providing connections to Bath, Box, and surrounding settlements. However, public transport provision and pedestrian and cycle connectivity are relatively limited compared to more central or urban locations, and access to the site is largely reliant on private vehicle use. This reflects its semi-rural, peripheral setting. The site does not form part of an established employment cluster and Bathford does not function as a significant employment centre within the authority. As such, demand for employment-led development in this location is likely to be limited and locally focused. While proximity to Bath offers some locational advantage, the site lacks the	

Traffic Light Score	Consideration	Reasoning
		agglomeration benefits, scale, and visibility associated with strategic employment areas. The site may support small-scale or niche employment uses, particularly where linked to local services or rural enterprise, but it is unlikely to attract higher-value commercial occupiers. Access to a workforce would be drawn primarily from Bathford and nearby settlements, giving a relatively limited catchment. The site is not subject to the same level of heritage sensitivity as Bath city-centre locations, though its edge-of-settlement position requires careful consideration of landscape, amenity, and transport impacts. Development should respect the character of the village and surrounding area. **In light of the above, it is considered that the site is <u>potentially suitable</u> for employment development**. The site is recommended for *redevelopment*, reflecting the site's constraints and limited capacity for significant employment growth. Any future development should focus on retaining small-scale employment opportunities that are compatible with the surrounding rural character.

Extension to Westway Farm Rural Business Park, Bishop Sutton

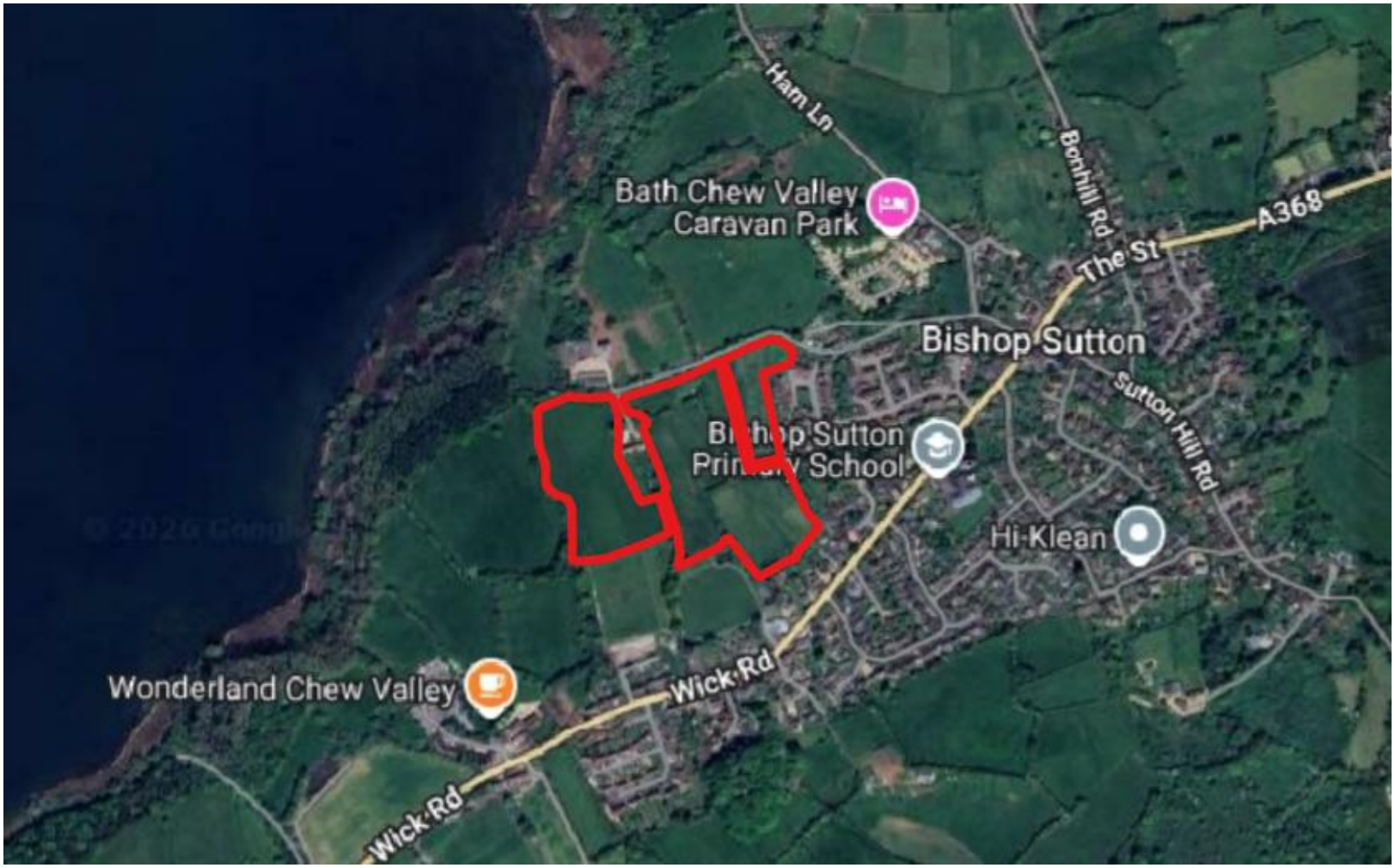


Figure 1.60 - Map of Extension to Westway Farm Rural Business Park site – Image showing the extent of the site outlined in red.

Table 1.60 – Appraisal of Extension to Westway Farm Rural Business Park site with scoring and recommendations.

Traffic Light Score	Consideration	Reasoning
Additional Context		The site is located North of Bishop Sutton, accessible via the A368 (Wick Road). The site comprises a 6.64 ha plot that currently features a large area of hardstanding, as well as agricultural uses in the north. Chew Valley Lake is located approximately 25 metres northwest of the Site. The site is a mix of brownfield and greenfield land accordingly.
4	**Placemaking Potential**	This site represents a western extension of Bishop Sutton, adjoining existing neighbourhoods along Cappards Road, Stitchings Shord Lane, and Wick Road. As such, the site benefits from an existing population within the vicinity; as well as appropriate access opportunities and pedestrian infrastructure. It is noted that there are somewhat limited community amenities within the vicinity – particularly given the site is located in a predominantly residential area – but this is not considered a significant constraint in regard to employment placemaking potential. As such, the site is considered to represent a good opportunity in regard to placemaking.
3	**Vehicular Access**	The site is located in close proximity to the A368 to the south, although it does not currently benefit from direct vehicular access to this route. Existing access is achieved via Stitching Shord Lane, a minor road to the north of the site, which provides indirect connectivity through the surrounding road network. While the lack of direct access to the A368 constrains current vehicular accessibility, the spatial relationship between the site and the A-road indicates that there may be potential to create a new access point, subject to further assessment and investment.
2	**Active Travel and Public Transport Access / Local Amenities**	Public transport accessibility is limited. There is no railway station within close proximity and no bus services directly serving the site. Bus routes 99 and X91 operate along the A368 to the south, providing connections between Bristol and Ubley. Bishop Sutton Village Hall is located directly to the south, supporting community activity, while Westway Farm Rural

Traffic Light Score	Consideration	Reasoning
		Business Park lies to the west within approximately ten minutes walking distance and provides minimal employment uses.
2	**Character of Area and Uses**	The site comprises greenfield land located on the edge of the Bishop Sutton settlement and is characterised by a predominantly rural context. While the relationship with the existing Westway Farm Rural Business Park provides an established commercial offer in the immediate context, the wider area is defined by its countryside setting, recreational landscapes, including the adjoining Chew Valley Lake, and wider residential context. While the site represents a clear opportunity to expand the capacity and offer of the existing employment site, the prevailing character limits the potential for more intensive employment development and suggests that any future employment use would need to be carefully scaled and designed to respond to the surrounding rural and residential environment.
3	**Commercial Market**	The extension to Westway Farm Rural Business Park is located in a rural setting on the edge of Bishop Sutton and represents a continuation of an existing small-scale rural employment area. The site benefits from an established employment function, which provides a degree of market certainty for uses aligned with rural enterprise, small businesses, storage, and agricultural or land-based activity. However, the location is peripheral to the main employment centres of Bath, Keynsham, and the Somer Valley, and does not benefit from strong agglomeration effects or strategic transport connectivity. As a result, commercial demand is likely to be limited in scale and focused on local or specialist occupiers rather than the wider market. While the site may support viable rural business uses and incremental growth of the existing business park, it is unlikely to attract higher-value employment or achieve strong commercial values beyond those typical of rural enterprise locations.
3	**Availability of Workforce and Urban Relationship**	The site has a limited relationship with the wider urban area, reflecting its rural location and separation from larger settlements. Bishop Sutton and nearby villages provide access to a small, locally based workforce, and the site is accessible via the local road network. However, public transport provision is limited, and pedestrian and cycle connectivity between the site

Traffic Light Score	Consideration	Reasoning
		and surrounding residential areas is constrained. Employment uses would therefore be predominantly reliant on car-based travel. While the site is functionally related to the local settlement and existing rural business park, its workforce catchment is relatively narrow and its integration with the wider urban fabric is limited when compared to more accessible or town-centre locations.
4	**Power and Internet connections**	A review of National Grid Electricity Distribution's Network Opportunity Map indicates that the closest primary substation to the site is located over 3 km away which is likely to make connection more difficult, this substation shows to have moderate (amber) demand headroom. The Ofcom mobile and broadband checker indicates that the site benefits from ultrafast broadband coverage (up to c1000 Mbps) suggesting strong connectivity in the area, similarly, the Think Broadband map records high-speed connectivity yet this is subject to site-specific confirmation. There are low voltage DNO cables which run across the site.
3	**Environmental constraints**	The site is located within the Bristol, Avon Valleys and Ridges NCA and is adjacent to the Mendip Hills NL, the impact of the development on both assets will form a key consideration to the proposal. The site is located within the SSSI Impact Risk Zone for the Chew Valley Lake SSSI which is located 25 metres northwest of the Site alongside the Chew Valley Lake SPA. Multiples parcels of deciduous woodland priority habitat, good quality semi-improved grassland priority habitat, Traditional orchard priority habitat, Reedbeds priority habitat and lowland meadows priority habitat are located within 1 km of the site with the closest parcel of good quality semi-improved grassland priority habitat 10 metres north. There are no other environmental designations within 1km of the site. The site is located within Flood Zone 1 and is therefore, at low risk of flooding from rivers and seas. The site is covered by limited constraints however is located within close proximity of sensitive assets which therefore pose a moderate risk to the site without mitigation.

Traffic Light Score	Consideration	Reasoning
5	**Heritage Constraints**	The Site is not located within a Conservation Area or covered by any other heritage designations. There are limited listed buildings within 1 kilometre of the site, with the closest asset, the Grade II listed Church Of Holy Trinity located 216 metres northeast.
Summary	The Extension to Westway Farm Rural Business Park is located in a rural setting on the edge of Bishop Sutton, outside the main urban centres of Bath, Keynsham, and the Somer Valley. The site is accessed via the local road network, providing connections to nearby villages and the wider rural area; however, it has limited public transport provision and pedestrian or cycle connectivity. As a result, access to the site is largely car-dependent, reflecting its rural location and existing business park function. The site represents a continuation of an established rural employment area and offers opportunities to support small-scale business growth aligned with rural enterprise and land-based activity. While the existing business park provides a degree of market certainty, demand is likely to be modest and locally focused, reflecting the site's peripheral location and distance from strategic employment corridors. Access to a workforce would be drawn primarily from Bishop Sutton and nearby settlements, resulting in a relatively limited catchment. The site is not subject to any heritage or environmental constraints within its boundary, although its rural context requires careful consideration of landscape impact, access arrangements, and relationship with surrounding uses. **In light of the above, it is considered that the site is potentially suitable for employment development,** subject to appropriate design, landscaping, and mitigation. The site is recommended for *redevelopment* as an extension to the existing rural business park, supporting additional business space and employment opportunities that complement the existing employment offer.	

Appendix B. Site Assessment Pro Forma

Appendix 1: Site Assessment Pro Forma	
Quality Grading and Placemaking	5 – Modern, sustainable design with high-quality architecture and landscaping. Strong identity and sense of place, excellent pedestrian and cycle connectivity, integrated green infrastructure, public realm spaces, and community amenities. Highly visible and welcoming gateway site. 4 – Good design and landscaping with some placemaking features (e.g., seating, greenery, signage). Adequate connectivity for walking and cycling, clear site identity, and attractive environment. Prominent location with good visibility. 3 – Functional design with limited placemaking elements. Landscaping is basic, connectivity is acceptable but not prioritised. Few public realm features, site identity is weak. Visibility is moderate. 2 – poor design, old standard with limitations. Poor pedestrian/cycle connectivity, limited sense of place, and unattractive environment. Located on a minor road with low visibility. 1 – Historic or undesirable layout with no placemaking consideration. No public realm, poor connectivity, and no sense of identity. Very limited visibility and unattractive environment.
Vehicular Access	5 – adjoining major trunk road or motorway junction, easy access for all vehicles, access to rail, air or sea 4 – close to major road network, easy access for all vehicles 3- reasonable site access for all vehicles, indirect or restricted access to major road network 2 – restricted access of HGVs, restricted access to major road networks 1 – restricted access for all commercial vehicles, severely limited access to major road networks
Active Travel & Public Transport Access/Local Amenities	5 – Close to a wide range of employment related services (e.g. shops, leisure/recreation, pubs/restaurants, banks); close to a station, peak time bus route and cycle route, on a pedestrian route. NB: ‘Close’ = within about 10 minutes’ walk. 4 – Close to a reasonable range of employment related services; close to a station, peak time bus route and cycle route, on a pedestrian route. 3 – Close to a limited range of basic services; close to either a station, bus route or cycle route, on a pedestrian route. 2 – Near to one or two basic services; not near a station, bus route nor cycle route, not on a pedestrian route. 1 - No services in close proximity; not on a pedestrian route, not near a station, bus route nor cycle route.

Character of Area and Uses	5 – Well established commercial area; compatibility and uniformity of uses. 4 – Established commercial area; mainly compatible and uniformity of uses. 3 – Mixed commercial area with residential nearby; mainly compatible uses. 2 – Mainly residential with few commercial uses; incompatible uses. 1 - Mainly residential with very few commercial uses; nonconforming uses.
Commercial Market	5 – Highly regarded; very good market appeal; attracts and achieves prime values. 4 – Well regarded; good market appeal; attracts close to prime values. 3 – Displays market appeal; day to day churn; attracts secondary value 2 – Does not secure prime or secondary values. May still serve local or strategic needs. Needs investment. 1 - Little market appeal; tertiary values. Needs investment
Availability of Workforce and Urban Relationship	5 – Excellent relationship with the existing urban area with housing nearby and clear access corridors to the site. 4 – Good relationship with the existing urban area with housing within the vicinity and some access corridors to the site 3 – A middling relationship with the existing urban area with housing sites within the wider surrounds and limited access corridors 2 – A poor relationship with the existing urban area with housing impractically located and very limited access corridors 1 – A bad relationship with the existing urban area with housing disjointed from the site with no clear access corridors
Power and Internet Connections	5 – Excellent connection opportunities 4 – Good connection opportunities 3 – Some connection opportunities 2 – Limited connection opportunities 1 – No connection opportunities
Environmental Constraints	5 – No Constraints 4 – Limited Constraints; will not impact viability 3 – Constraints; limited concerns 2 – Constraints; potential to harm viability 1 – Significant constraints; serious viability implications

Heritage Constraints	5 – No Constraints 4 – Limited Constraints; will not impact viability 3 – Constraints; limited concerns 2 – Constraints; potential to harm viability 1 – Significant constraints; serious viability implications

Appendix C. Employment typologies & capacity testing

Employment typologies

Employment typologies have been defined using the use class structure set out in the Use Classes Order (as amended) and aligned with the categories used in the Homes England Employment Density Guide. These typologies reflect the principal forms of employment development typically delivered in the UK (including office, industrial, logistics and hybrid R&D uses) and provide a consistent basis for applying capacity assumptions across all sites. Where sites are expected to accommodate a mix of uses, a 'mixed employment' typology has been applied to reflect a blended development scenario.

Town Centre Office: Higher intensity urban commercial form. Coverage and storeys should be calibrated to Bath and Keynsham townscape, conservation and heritage context. Plot ratio is derived from coverage × storeys using RICS plot ratio logic.

Business Park Office: Lower density campus/business park layouts with parking, landscape, access and servicing. Range should be checked against local business park precedents.

R&D / Innovation: Flexible office/lab-enabled development with higher servicing and plant requirements than conventional office, but potentially more intensive than industrial. Use where planner input supports innovation or research functions.

Light Industrial / SME workspace: Small and medium industrial / maker units with servicing, access, parking and potential ancillary mezzanine/office. Assumptions should be calibrated against local estate precedents.

General industrial: Larger industrial units can have moderate coverage, but yards, access, parking, external storage and buffers reduce overall intensity.

Logistics / distribution: Lower coverage reflects yard depth, HGV circulation, trailer parking and servicing. Height may increase cubic capacity but does not usually increase GIA unless mezzanine/office is included.

Mixed employment estate: Blended estate assumption where sites may contain a mix of office, industrial, warehouse, SME and ancillary uses. Use as a cautious portfolio-level typology where exact use mix is uncertain.

Capacity testing

Site capacities have been determined by applying a plot ratio to the net developable area of each site. Net developable area is derived from the gross site area, with land affected by environmental or physical constraints excluded or proportionately reduced, depending on the nature of the constraint.

Plot ratio is defined, consistent with RICS guidance on land measurement for planning and development purposes, as the ratio of total development floor area to site area. It has been applied directly to net developable area to produce an indicative floorspace range, expressed as gross internal area, for each site:

Net developable area × plot ratio = indicative floorspace (sqm GIA)

A plot ratio range, expressed as low, mid and high scenarios, has been applied to each employment typology, rather than a single fixed figure. This reflects the proportionate use of assumptions on development potential appropriate at plan-making stage, where detailed site designs are not yet available, and provides a sensitivity range across the assessment rather than a single deterministic outcome.

Plot ratio assumptions have been developed on a typology by typology basis, informed by published UK employment land evidence and planning precedent where this is available, and supplemented by professional judgement regarding the built form, servicing, parking, circulation and operational requirements associated with each typology. The strength of evidence varies by typology. Industrial and logistics assumptions are supported by comparable published evidence on industrial plot ratios, including precedent established through the London Plan industrial land evidence base.

For other typologies, directly comparable published evidence is more limited, and the assumptions used reflect professional judgement informed by typology characteristics and, where relevant, local heritage and townscape context. These outputs are expressed as ranges to reflect that variation in evidence strength, and should be read as indicative of potential capacity rather than a fixed development quantum for any individual site.

Typology		Plot Ratio		
Typology	**Use class**	**Plot ratio low**	**Plot ratio mid**	**Plot ratio high**
Town centre office	E(g)(i)	1.00	1.60	2.25
Business park office	E(g)(i)	0.30	0.40	0.55
R&D / innovation	E(g)(ii)	0.50	0.60	1.20
Light industrial / SME workspace	E(g)(iii)	0.30	0.45	0.60
General industrial	B2	0.30	0.40	0.55
Logistics / distribution	B8	0.30	0.40	0.55
Mixed employment estate	Mixed E(g)/B2/B8	0.30	0.50	0.75

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