



**North Somerset Council**

## **Site Allocations Plan**

**Background document**

**Employment Allocation Review**



**November 2016**

### *Background*

- 1 The adopted North Somerset Core Strategy (2012) sets out the overarching direction of travel and approach to planning for employment development. Policy CS20 *Supporting a successful economy* sets out an employment target of at least 10,100 jobs growth between 2006 and 2026<sup>1</sup>, in addition to including a strategy to roll forward (subject to review) the existing extant employment land allocations from the North Somerset Replacement Local Plan (NSRLP: 2007). 'Saved' policy E/5: *Safeguarded Employment Areas* of that plan provides the existing suite of B Class employment allocations, and the emerging Site Allocations Plan will supersede this policy and set out an updated range of employment allocations.
- 2 The findings of this paper and information on vacant premises and planning permissions can be used to indicate whether there is sufficient land set aside to deliver the current adopted Core Strategy and business needs as indicated through economic forecasting for North Somerset. This should include whether the loss of certain sites as suggested here has an adverse impact on land supply for B Class employment purposes. If additional sites are required to be allocated including to meet localised needs, the potential sites identified through the Housing and Economic Land Availability Assessment (2014) plus more recent sites submitted through the 2015 'call for sites' can be considered.

### *Scope and objectives*

- 3 This paper provides a qualitative assessment of the extant RLP B Class employment allocations as set out in Policy E/5 *Safeguarded Employment Areas* in order to help determine a realistic supply of potential employment land from this source and to inform decisions regarding their future allocation in the Site Allocations Plan. Some of the sites have partially been developed (based on the original allocation) and so the remaining supply has been identified and detailed further in the paper. Completed elements are noted within each site assessment.
- 4 It should be noted that this assessment process does not in itself provide a definitive conclusion as to the sites future role or likelihood of being taken up. For example, a site's importance to meeting local needs e.g. meeting the specific needs of a local business can be important reasons for retaining a site despite it receiving a relatively low score. In addition, not all businesses require a site which performs well across all of the criteria used in the assessment. The findings should be considered alongside wider social and environmental aspects in order to determine allocations in the Site Allocations Plan.

### *Helping to demonstrate compliance with the NPPF*

- 5 Each site has been assessed taking into account a range of factors to gain a broad understanding of the site characteristics and scope for future delivery. A broad guide to this assessment is whether, in line with the National Planning Policy Framework, the site has a 'reasonable prospect' of being delivered for its intended use<sup>2</sup>. Each site is scored and ranked to provide a comparison across the range of sites.

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<sup>1</sup> With provision for an additional policy-driven jobs growth at Weston-super-Mare.

<sup>2</sup> See paragraph 22 of the NPPF.

### *Relationship to the plan-making process*

- 6 Informed by this assessment and other mechanisms such as Sustainability Appraisal, these sites can be rolled forward if they continue to provide a suitable and realistic opportunity and contribute to sustainability objectives as part of the wider planning policy framework including the North Somerset Core Strategy and Development Management Policies - *Sites and Policies Plan Part 1*. Such sites will go through the necessary statutory plan making process giving opportunity for consultation and independent examination. Conversely, if it is considered that the sites no longer offer a suitable or realistic opportunity to meet employment needs they may not be suggested for future allocation (see Table 2 in the 'Summary'). This assessment does not in itself make this conclusion although contributes to an evidence base that will help to inform decision making through the plan-making process.

### *How much employment land is required?*

- 7 In the first instance the employment growth arising from the current Core Strategy (underpinned by the economic forecasting prepared to inform that plan<sup>3</sup>) is being addressed by the Site Allocations Plan. The Joint Spatial Plan will set out a new employment strategy that will need to be addressed through the new Local Plan<sup>4</sup>.

## **Methodology, criteria and scoring system**

- 8 Each site has been assessed against the range of criteria outlined below and a score applied for each out of 5, with higher scores reflecting a better performance against the particular criteria. The individual scores are then aggregated to arrive at an overall site score which falls within either a 'Low (red), Average (amber) or High (green) ranking (see Table 1 in the 'Summary'). Appendix 3: *Assessment summary* enables a visual comparison to be made of the individual site assessment outcomes.
- 9 The site assessment criteria have been selected to cover sustainability, market and physical factors related to each site to gain a broad overview. A brief summary is provided below for each criteria. Appendix 2: *Scoring methodology* details the specific factors that have been considered to attribute a score to each criteria.
- 10 **Proximity to urban areas (sequential approach)**- The sites proximity to either Weston-super-Mare, or any of the other three towns of Clevedon, Portishead or Nailsea is considered to be a broad marker for sustainability. More specifically, location in respect of the relevant urban area is also considered e.g. closer to a focal area e.g. town centre or regeneration area will score better than a site which is adjacent to an urban area but on the periphery of the town.
- 11 Generally sites close to a main urban centre offer better opportunities for sustainable development, shared and shorter trips and reduced commuting. Caution however should be exercised in relation to sites that may lead to residential amenity issues.
- 12 **Site visibility**- The general prominence of the site, its visibility from highway in the vicinity of the site particularly the strategic highway network is considered to be a key

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<sup>3</sup> Woodhead, (2010) *Identifying a locally derived dwelling number*, Stages 1 and 2 reports.

<sup>4</sup> See *North Somerset Local Plan 2018 – 2036, Pre-commencement document*, June 2016.

attribute of most employment sites. Sites generally score higher in this category if the site is visible from multiple directions/routes and/or strategic routes. This is not always a determining factor that drives the attractiveness of a site but is used in this assessment as one potential feature that should generally be sought.

- 13 **Market attractiveness**-The likelihood of the site being taken up in the market including factors such as take-up in the surrounding area, visibility, constraints and the sites strategic location etc. Information regarding any inquiries received by the Council is used in the consideration of this criteria.
- 14 **Strategic access**-The sites proximity to access onto the strategic road network including the motorway, and primary distributor roads. Actual travel distances (by car) have been identified to such routes from each site and compared against guidance for local accessibility. Distance to nearest strategic junction has been considered with higher scores for proximity to a motorway junction.
- 15 **Proximity to train station and or bus connections**- Access to nearby bus stops and train stations are considered beneficial attributes for both the marketability of an employment site and its sustainability in use, encouraging where possible sustainable modes of travel to work. Sites with access to both are scored higher offering choice of travel modes and potential for sustainable travel.
- 16 **Development and environmental constraints**-Drawing on information regarding any specific physical attributes of the site including gradient, shape, presence of any features on the site in addition to any known environmental constraints e.g. flooding etc that may provide a significant constraint that would hinder development potential. This paper does not set out to provide an exhaustive appraisal of constraints rather a starting point drawing out any known significant constraints through a 'desk top' assessment. Further detailed analysis will be required on any proposed allocations through the plan making process.
- 17 The fewer constraints the better the score for this criteria, however because constraints cannot be considered of equal weight, care needs to be taken when interpreting the output from this category.
- 18 **Compatibility with adjoining uses**-The sites development for its intended employment uses primarily within the B use classes and the relationships with immediately adjacent land uses is important to consider. In particular, scope for noise impacts and other environmental impacts are considered. Further analysis may be required to focus down into the specific mix of uses adjoining a site in order to identify any building/land use specific conflicts depending on the type of employment to be proposed on the allocation.
- 19 As a general guide, the presence of existing and/or planned residential development is considered and its proximity used as a guide to determine the score for this assessment. Generally however, because only B2/8 uses tend to be noisier and the allocations in most cases don't specify between them, this criteria should only be used as a loose guide.

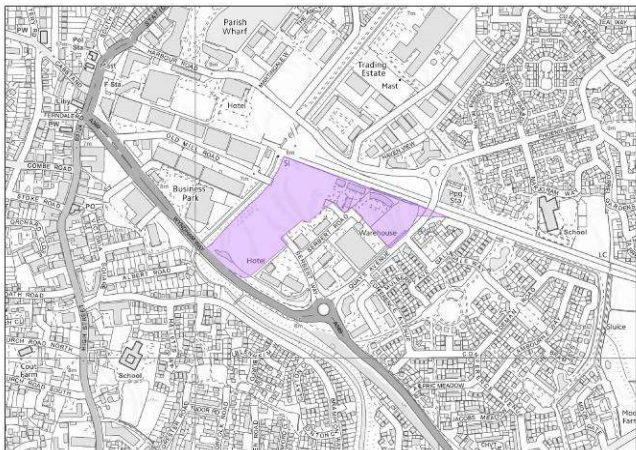
### **Other considerations**


- 20 Other factors are considered to provide an overview of each site including compatibility with policy, barriers to delivery, availability (where known) and potential delivery. These do not contribute to the site scoring but are useful aspects to inform any consideration of site deliverability and/ or longer term potential. The 'barriers to delivery' are significant known potential aspects that may constrain the site coming forward for employment uses. Note that some issues only become evident through the planning application process once detailed site surveys are carried out and external parties consulted.

### ***Taking forward land use allocations***

- 21 This paper informs the plan making process and allocation of land for employment purposes. If a site has partially been developed but the remainder is assessed as having some potential capacity, a revised plan is included at the end of each template under 'suggested revised allocation'. If a site has not been developed at all but is still considered to have some potential the original allocation should be assumed unless there are reasons for altering the site boundaries. If this has been identified as part of this assessment, and an alternative site can be identified at this stage, a revised plan is included too. If a site is not considered to offer any potential no revised plan is included and the site is listed in Table 2 in the 'Summary'.

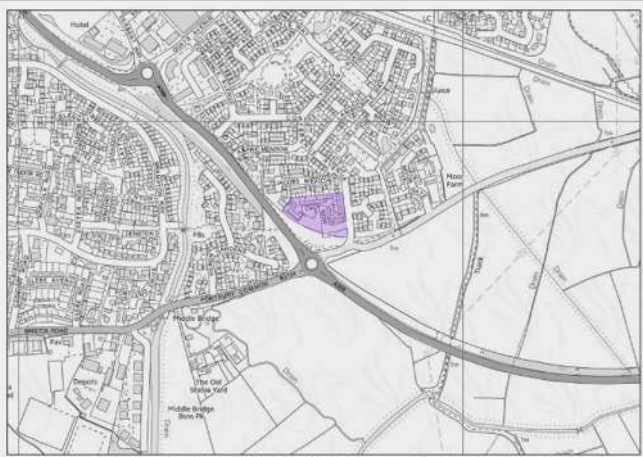
## **Site assessment**

<b>Site name</b>		<b>Site reference</b>	
Gordano Gate, Portishead		E4/HE14234	
		<b>Site area</b>	6.8
		<b>Undeveloped Site</b>	0.90 including A369 frontage and eastern most part.
		<b>Status</b>	Part complete
		<b>Current uses</b>	Retail, business
<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>	
Proximity to urban areas	Central site within the town centre of Portishead.	5	
Site visibility	High visibility from the A369.	5	
Market attractiveness	The regeneration of the town will likely have some beneficial effect on demand for business sites however the proximity to Bristol is thought to have some impact. Demand to develop employment sites for non-traditional employment uses may be indicative of weak demand.	4	

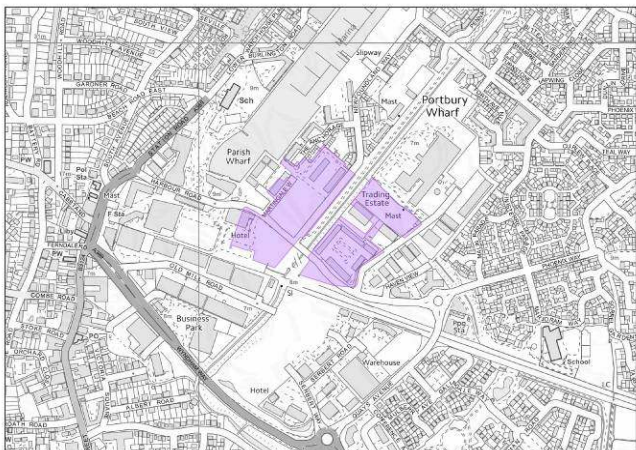
Strategic access	Good access albeit subject to congestion at peak times on the A369.	5
Proximity to train station and or bus connections	The site is served by public transport connections with the new Sainsbury stop within the site and Serbert Way close to site.	3
Development and environmental constraints	No known insurmountable constraints.	5
Compatibility with adjoining uses	Employment uses on this site are generally compatible with surrounding land uses.	4
Policy factors	The site is in line with the Core Strategy approach to focussing business growth in urban areas of the main towns.	
Barriers to delivery	Demand for land for employment purposes and viability of delivering employment development.	
Potential uses	Mixed B Class uses with a focus on B1(a)	
Availability	Part of site adjacent to A369 has outline consent for a furniture store, petrol filling station, kiosk and associated uses (12/P/1255/O).	
Delivery timescale	Short to medium term.	
Suggested revised allocation.	 <p>Area: 1.6ha Use: B1a,b,c/ B2/B8</p>	
Site score		31

Site name	Conference Avenue, Portishead		Site reference	E5/HE142 35
	Site area	1.7		
	Undeveloped Site	0.46		
	Status	Part complete		




	<b>Current uses</b>	Residential on northern edge and business
Criteria	Comment	Score (out of 5)
Proximity to urban areas	The site is on the periphery of the town on the A369 into the town centre.	3
Site visibility	Site has poor visibility with dense vegetation separating the site from the highway.	1
Market attractiveness		3
Strategic access	Good access to the strategic road network- the A369 with links out to the M5.	4
Proximity to train station and or bus connections	East and west bound bus connections at Conference Close. Not close to train station.	3
Development and environmental constraints	Utilities infrastructure to south of site. There is a thick belt of trees within a green verge on south western edge that may be required to be retained as a buffer to the site from the A369.	4
Compatibility with adjoining uses	Residential at Cheviot Meadow may restrict further development of the site for business uses. This is considered surmountable and was addressed through the design and layout of the previous reserved matters application (11/P/1685/RM).	2
Policy factors	Site potential to meet local needs within the town but not considered to be strategically significant.	
Barriers to delivery	Landscape features on site and adjoining residential use may constrain any significant further development of the site. There are utilities infrastructure to the south of the site (addressed through the previous reserved matters application) that limit the form of development of the site.	
Potential uses	B1 uses.	
Availability	Reserved Matters was granted in 2012 for access, appearance, landscaping, layout and scale for a 3 storey office block pursuant to Outline Permission 08/P/1257/O - erection of offices with associated parking (73 spaces), vehicle manoeuvring and landscaping (11/P/1685/RM).	

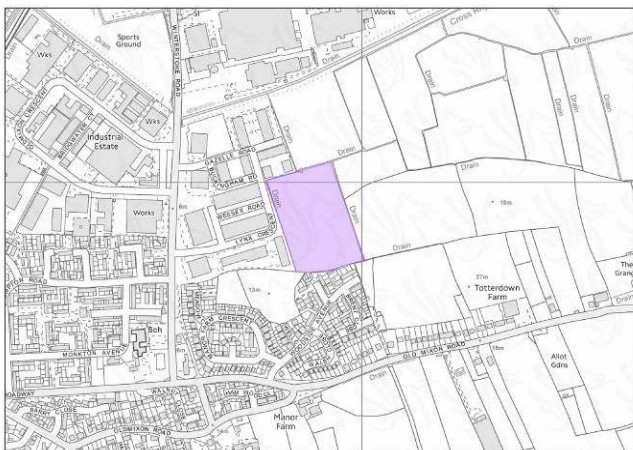
Delivery timescale	Site has reserved matters consent issued in January 2012 but the original outline consent has expired. The poor visibility, proximity to residential and other constraints on this site indicate scope to deallocate for employment uses.
Site score <b>20</b>	

<b>Site name</b>	Portishead Quays, Portishead	<b>Site reference</b>	E7/HE1423 6
	<b>Site area</b>	6.5	
	<b>Undeveloped Site</b>	1.85	
	<b>Status</b>	Part complete	
	<b>Current uses</b>	Mixed business and retail	

Criteria	Comment	Score (out of 5)
Proximity to urban areas	A central employment site.	5
Site visibility	Good levels of site visibility from surrounding road network.	3
Market attractiveness	Likely to be improving demand with improvements in the economy however demand from other non-traditional employment uses has been a common feature.	3
Strategic access	Reasonable access to the strategic road network-A369.	4
Proximity to train station and or bus connections	Closest bus stops at Waitrose.	3
Development and environmental constraints	No known insurmountable constraints.	5
Compatibility with adjoining uses	Employment uses on this site are generally compatible with surrounding land uses.	3
Policy factors	The site is in line with the Core Strategy approach to focussing business growth in urban areas of the main towns.	
Barriers to delivery	Demand for land for employment purposes and viability of delivering employment development. There is ongoing pressure to develop these sites for other non-traditional employment uses.	

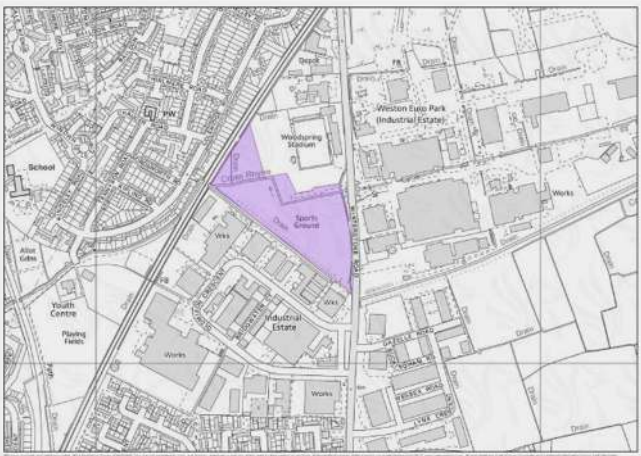


Potential uses	Mixed B Class uses with a focus on B1(a)	
Availability	There is a consent (11/P/1145/F) for a hotel on 0.36ha of the site adjacent to Harbour Road, and an application in progress for an assisted living development (14/P/2570/F) to replace the hotel consent and additional land (0.96ha). To the south of Harbour Road there is a consent in place for two retail units (13/P/2079/F) to the east of the Lidl store. Elsewhere on the site a consent to extend an existing compound was approved in 2004 but is expected to have expired (03/P/3202/F). Most of the southern plot is consented for retail which may be taken up. The middle plot may be consented for assisted living accommodation leaving only the parcel to the east (0.79ha). This too however has a pre-application for residential so potentially removing any B class capacity.	
Delivery timescale	Some parts unlikely to come forward for traditional employment purposes.	
Suggested revised allocation.		<p>Area: 2.91 (incl. a small piece of additional land to south-check against original allocation) Use: B1a</p>
Site score		26

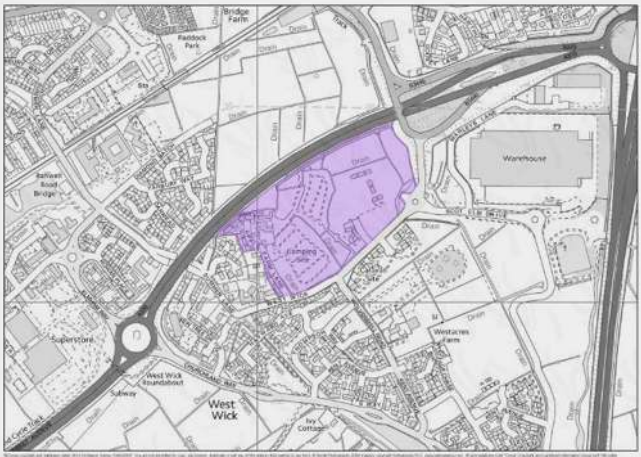
Site name	North of Oldmixon Road/land at Lynx Crescent, WSM	Site reference	E9/HE14190
	Site area	3.5	
	Undeveloped Site	3.5	
	Status	Undeveloped	
	Current uses	Pasture	
Criteria	Comment	Score (out of 5)	

Proximity to urban areas	Adjacent to Weston-super-Mare but on the periphery of the town.	3
Site visibility	Poor site visibility. Only generally visible from the eastern end of the industrial estate.	1
Market attractiveness	Location close to existing business site is likely to attract interest, but sites flooding status likely to deter.	2
Strategic access	Poor strategic access to A370. Winterstoke Road is congested at times.	3
Proximity to train station and or bus connections	Limited local access. Closest bus stops at Bloomfield and the Walnut Tree Inn.	2
Development and environmental constraints	Flooding is a key constraint. Site close to land required for attenuation pond as part of the strategic flood solution.	1
Compatibility with adjoining uses	The site is immediately adjacent to an existing business/industrial estate. Whilst there is existing residential development to the south of the site, amenity issues could be addressed through site layout and inclusion of attenuation features e.g. green buffer.	5
Policy factors	Whilst being an extant allocation in the RLP, the site is not within an area being prioritised for economic growth in the town.	
Barriers to delivery	Flood risk status. The site is functional flood plain.	
Potential uses	It is suggested that this site is not re-allocated for employment.	
Availability	The site is available in addition to wider land surrounding. A recent pre-application submission was made which included this site and the adjoining land for residential development (no development was indicated for the employment site).	
Delivery timescale	n/a	
		Site score <b>17</b>


<b>Site name</b>	West of Winterstoke Rd, WSM	<b>Site reference</b>	E11/HE1434
		<b>Site area</b>	4.6
		<b>Undeveloped Site</b>	4.6
		<b>Status</b>	Undeveloped

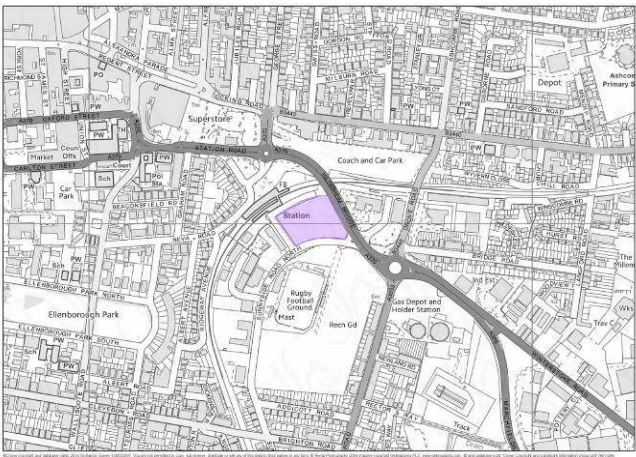
		Recreation
<b>Current uses</b>		
Criteria	Comment	Score (out of 5)
Proximity to urban areas	Similar to the last two sites, this site is still on the periphery of the town served by Winterstoke Road.	3
Site visibility	Low levels of site visibility mainly due to existing buildings between the site and Winterstoke Road and the sites set back position.	2
Market attractiveness	As a 'new' business site demand may be impacted given the availability of vacant premises and new, better located sites elsewhere. A smaller employment offer may be more viable as part of a mixed use scheme.	3
Strategic access	Poor strategic access to A370. Winterstoke Road is congested at times.	2
Proximity to train station and or bus connections	Limited local access. Nearest bus stop is Bloomfield on the Oldmixon estate but only marginally within an 800m distance.	2
Development and environmental constraints	Tidal flood zone 3a.- the site is bounded by rhynes draining out to the south of the town. There may also be objection to the loss of playing pitches. The site is located within the bat SAC consultation zone and there may be bats that forage and commute along the boundary features of the site.	3
Compatibility with adjoining uses	Generally compatible. A large well established industrial/business site sits to the south of the site (Oldmixon Industrial Estate) separated by the Cross Rhyne.	3
Policy factors	Not a priority location for business growth.	
Barriers to delivery	Competition from competing land uses.	

Potential uses	Mixed although desirable not to compete for demand with sites within the Junction 21 EA.		
Availability	Available.		
Delivery timescale	Uncertain although given its current undeveloped condition, it is considered feasible that it could be brought forward within the plan period.		
Suggested revised allocation.	0.5ha as part of a revised mixed use allocation.		
		Site score	18

<b>Site name</b>	Weston Gateway, WSM	<b>Site reference</b>	E37HE14240
	<b>Site area</b>	2.75	
	<b>Undeveloped site</b>	Approx.. 1.2ha	
	<b>Status</b>	Part complete	
	<b>Current uses</b>	Residential	
Criteria	Comment	Score (out of 5)	
Proximity to urban areas	Within the town of Weston-super-Mare within existing priority business area.	5	
Site visibility	Visibility is impacted for this site by recent development and a large hedgerow between the site and the A370.	2	
Market attractiveness	Likely to be an attractive location in principle although specifically in relation to this mixed use site, a large amount of residential has taken place to the western end of the site which could impact on levels of demand.	4	
Strategic access	Very good strategic access in close proximity to the M5.	5	
Proximity to train station and or bus connections	Closest bus stops on Churchland Way but not within 5 minute walk.	2	
Development and environmental constraints	Below ground utilities likely to require easements. Ecology issues may need to be explored as has been a feature of sites in the proximity. This would be a requirement of any planning application process in any case.	4	



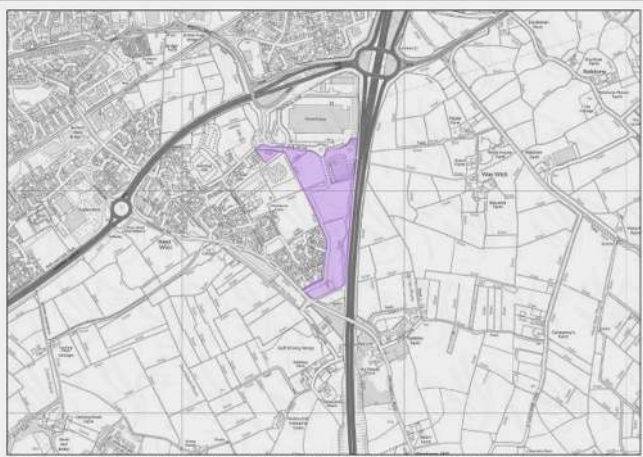
Compatibility with adjoining uses	Compatible with proposed and existing employment uses to the east but residential to the west has the potential to give rise to amenity issues depending on the type of employment uses delivered.	2
Policy factors	In line with policy and the approach to directing business development to the Junction 21 Enterprise Area.	
Barriers to delivery	Adjoining residential uses on the same site. Pressure to develop for other uses.	
Potential uses	B1(a).	
Availability	Available. Site has outline consent including B1a and B8 uses (11/P0672/O) though there has been interest in residential development on the site.	
Delivery timescale	Considered that the site could be brought forward in the short-term.	
Suggested revised allocation.	 <p>Area: 1.2ha Uses: B1a/ B8.</p>	
Site score		24


Site name	Sunnyside Rd, WSM	Site reference	E13/HE1493
	Site area	1.2	
	Undeveloped Site	1.2	
	Status	Undeveloped	
	Current uses	Vacant site.	
Criteria	Comment		Score (out of 5)
Proximity to urban areas	Very close to the WSM core town centre within the gateway area.		5

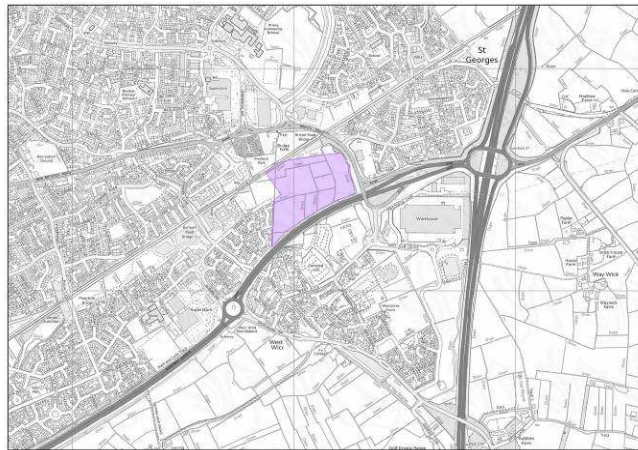



Site visibility	Very visible site from the A370 Hildesheim bridge.	5
Market attractiveness	Likely to be an attractive site to the market.	5
Strategic access	Good access to the A370 (within 5 minutes) and also adjacent to WSM railway station.	5
Proximity to train station and or bus connections	Site immediately adjacent to train station but access from this side is not certain due to gates being closed. This also impacts bus connections and would significantly weaken the opportunity for sustainable travel associated with the site. Notwithstanding that, the score for this criteria assumes connection will be possible.	5
Development and environmental constraints	No known insurmountable constraints.	5
Compatibility with adjoining uses	An existing office is located to the west of the site with no residential uses in close proximity.	5
Policy factors	In line with policy to focus business growth in the town centre/ gateway area, and to regenerate key sites in the centre.	
Barriers to delivery	The viability status of the site is unknown, and it is not known if the site is available. The current masterplanning work underway for the town centre is considering the role and use of this site that may influence the site allocations work. The potential capacity that could be delivered on this site should be provided elsewhere within the gateway area if this site is not taken forward.	
Potential uses	B1(a)	
Availability	Site has been allocated since 2007 but not known if currently being actively progressed. The site was given planning consent in 2001 for a three storey office block and associated car parking but was not implemented.	
Delivery timescale	From a planning and construction perspective it is considered that the site could be developed within 5 years from the point of securing a planning consent.	
Site score		35

<b>Site name</b>	Locking Castle/West Wick Business Park, WSM	<b>Site reference</b>	E22/HE1424 2
		<b>Site area</b>	12.5
		<b>Undeveloped Site</b>	12.5

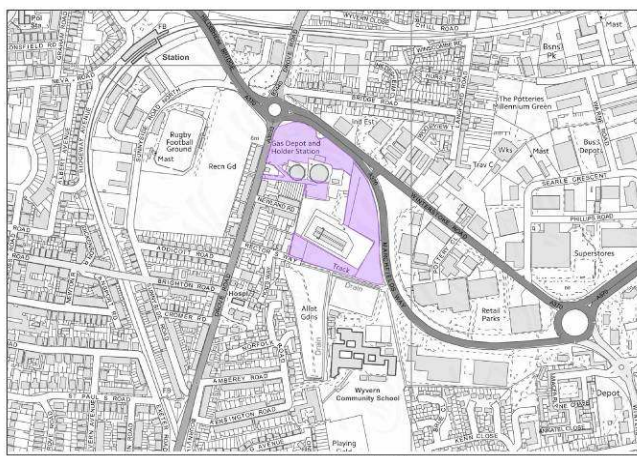
	<b>Status</b>	Largely undeveloped
	<b>Current uses</b>	Fields/utilities on southern most part of site.
<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
Proximity to urban areas	Within the settlement of WSM, and within an identified priority area for business uses and the Junction 21 Enterprise Area.	5
Site visibility	Good site visibility particularly from Scot Elm Drive	3
Market attractiveness	Likely to be attractive to the market. High levels of interest on business sites in the vicinity and recent applications submitted for business development close to the northern part of the site (Warleys Lane).	5
Strategic access	Very good access to the strategic road network.	5
Proximity to train station and or bus connections	Local bus stop at Scot Elm Drive.	3
Development and environmental constraints	Rhynes will require maintenance strips. Ecology issues may need to be explored as has been a feature of sites in the proximity. There is a gas main running across site that may have easement requirements. The large pond to the north of the site should be considered for removal from the allocation. The northern most parcel of land has a large well established hedgerow running through it, in addition to a pond and rhynes and provides a landscape buffer to the Lidl distribution warehouse. This parcel should be considered for removal from the allocation.	3
Compatibility with adjoining uses	Good compatibility. The site was consented for employment uses to form the employment element of the wider West Wick development.	5
Policy factors	The site forms a key location within the Junction 21 Enterprise Area and is subject to an LDO. The area is a priority employment location and considered central to facilitating the employment-led strategy along with employment land supply in the town centre and Weston Villages.	

Barriers to delivery	Pressure from other uses.		
Potential uses	Mixed B Class potentially weighted towards B2/B8 given location close to Junction 21.		
Availability	Site available. Part of the site (2ha) has been consented for residential having been allowed at appeal (13/P/2409/O), and a further parcel (0.47ha) to the northwest of that site now has an application for residential (15/P/2234/O). 15 dwellings have also been consented on the southern strip of land adjacent to Churchlands Way (14/P/0515/F).		
Delivery timescale	It is considered that the site could be brought forward in the short-term given its undeveloped condition.		
Suggested revised allocation.	 <p>Area: 4.7ha Uses: Open B Class</p>		
<table border="1"> <tr> <td>Site score</td><td>29</td></tr> </table>		Site score	29
Site score	29		

<b>Site name</b>	East of Park and Ride, WSM	<b>Site reference</b>	E19/HE1424 3
	<b>Site area</b>	7.4 (employment part)	
	<b>Undeveloped Site</b>	4.25 (this excludes the part of site currently subject to a residential application)	
	<b>Status</b>	Parts complete	
	<b>Current uses</b>	B1, public house.	
<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>	
Proximity to urban areas	Within the settlement of WSM, and within an identified priority area for business uses and the Junction 21 Enterprise Area.	5	

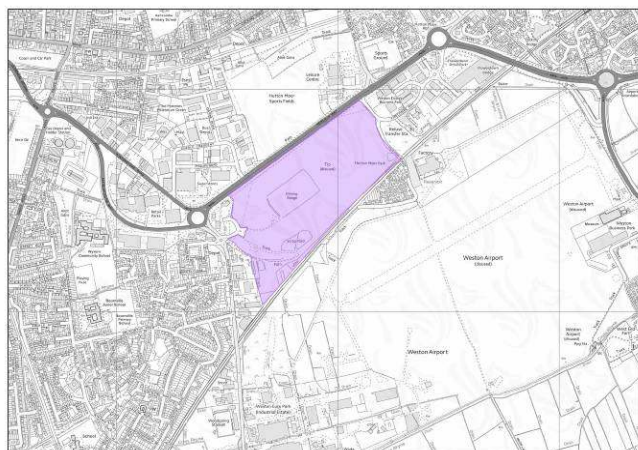
Site visibility	Very good site visibility	5
Market attractiveness	Recently occupied large office development on this site and further recent Reserved Matters applications.	5
Strategic access	Very good onto A370 and close to M5 Junction 21.	5
Proximity to train station and or bus connections	Good local access to Worle train station and bus stop at Diamond Batch.	5
Development and environmental constraints	Utilities easements required and adjacent rhynes require maintenance verges.	4
Compatibility with adjoining uses	Good compatibility however if residential development is consented on the northern part of the site, care should be taken when arranging layout to avoid amenity issues between residential and employment land uses.	4
Policy factors	The site is an extant RLP allocation and within the Junction 21 Enterprise Area, and subject to a Local Development Order to encourage employment development.	
Barriers to delivery	-	
Potential uses	Mixed employment B Classes and ancillary.	
Availability	Available. There is an ongoing application on 5.35ha of the site for residential development (10/P/1339/F). A reserved matters application (11/P/1532/RM) was approved for the remaining employment part of the site (5.4ha). Since then a public house (12/P/1931/RM) and office development (11/P/1622/RM) have been constructed (0.61 and 0.54 ha respectively). Most recently an emergency response facility has been consented on 0.64ha of the site including some element of B1a use (15/P/1300/F). This leaves 3.61ha capacity.	
Delivery timescale	Already started with development of Knightstone Housing Association headquarters office.	
Suggested revised allocation.	 <p>Area: 3.61ha Uses: B1a</p>	
Site score		33

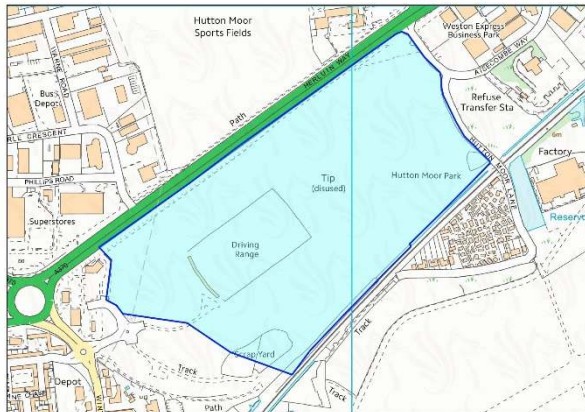


Site name		Former gas works, WSM	Site reference	E14/HE1433
			Site area	2.3 (employment part)
			Undeveloped site	2.3
			Status	Undeveloped
			Current uses	Utilities.
Criteria		Comment		Score (out of 5)
Proximity to urban areas		Within WSM and close to the town centre.		5
Site visibility		Very good visibility.		5
Market attractiveness		Likely to be attractive subject to availability. The sites current use may impact interest.		3
Strategic access		Good access to the A370.		4
Proximity to train station and or bus connections		Bus connections at Drove Road, Winterstoke Road, and Marchfields Way all within 10 minute walk of site, and train station within 10 minute walk.		5
Development and environmental constraints		Possible contamination from previous uses and removal of associated apparatus. The eastern and southern part of the existing allocation is extensively treed and it is likely that an aboricultural survey would be required before any works can be consented. Access onto the dual carriageway may be constrained depending on the scale of development proposed and the associated trip rates.		3
Compatibility with adjoining uses		Residential to the south of the site on Drove Road may give rise to amenity issues depending on the extent of any development and proximity.		3
Policy factors		The gasworks site has continued to be a key potential site for regeneration in policy terms given its prominent location on the main gateway into the town. Site allocated for mixed use development.		
Barriers to delivery		Existing use and possible contamination. Viability may be an issue due to potential for 'abnormal costs' associated with the		

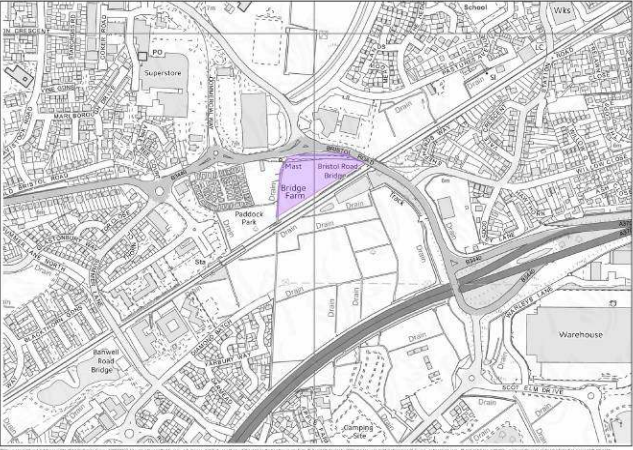



	development of the site, that could hinder employment development due to lower value.		
Potential uses	Mixed use including mixed employment. To some degree dependant on any wider redevelopment proposals and links to other regeneration sites in the gateway area.		
Availability	A planning application for car sales on the frontage of the site (07/P/0154/F) was refused in 2007.		
Delivery timescale	Medium to longer term as part of a mixed use site.		
Suggested revised allocation.	1.9ha as part of a revised mixed use allocation.		
		Site score	28

Site name	South of Herluin Rd/land off Winterstoke Road, WSM	Site reference	E15/HE1462
	Site area	10.5 (employment part)	
	Undeveloped Site	10.5	
	Status	Undeveloped	
	Current uses	Former landfill	
Criteria	Comment	Score (out of 5)	
Proximity to urban areas	Close to town centre on main corridor.	5	
Site visibility	Site occupies a very prominent position on the strategic road network corridor into town. The site at present is not entirely visible mainly due to vegetation and the sites raised level. Development of the site would likely improve the site visibility reflected in the score for this criterion.	4	
Market attractiveness	Likely to be attractive as part of a wider mixed use development.	4	
Strategic access	Access at present towards the western end of the site with scope to improve through the development of the site.	4	
Proximity to train station and or bus connections	Site not currently well connected to bus stops but given the size of the development it is likely that new services can be located within the development.	2	

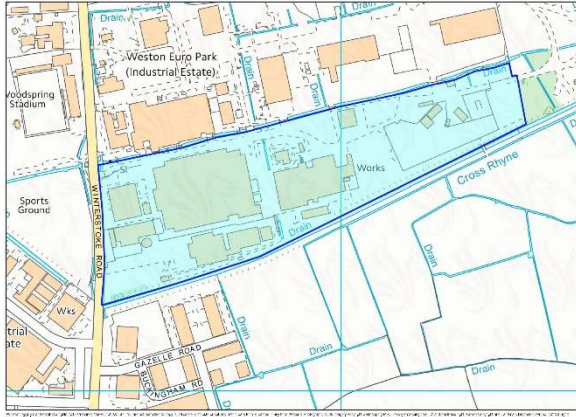
Development and environmental constraints	Remediation required to enable site to be developed. Easement likely to be required for utilities infrastructure on-site. Ground conditions likely to require investigation and specific construction techniques.	3
Compatibility with adjoining uses	Good compatibility. The site at present occupies an isolated site and is large enough to plan the site layout to respond effectively to the surrounding site and uses.	5
Policy factors	A priority brownfield redevelopment site in the Junction 21 Enterprise Area and on the main corridor into town.	
Barriers to delivery	Remediation required though not insurmountable.	
Potential uses	Mixed B Class employment plus other employment generating uses compatible with the mixed use site.	
Availability	Available. A permanent Gypsy/ Traveller site has been consented on the triangular site at old Junction Road (13/P/1876/F). In addition a safeguarded alignment is required for the Airfield Bridge Link to connect the new Haywood Village to Winterstoke Road.	
Delivery timescale	Short to medium term, requiring significant investment to bring site forward as a comprehensive mixed use site.	
Suggested revised allocation.	<div></div> <div>Area: 8.5ha (1/3 of total revised area) Uses: mixed use. B Class unlikely to come forward on original 10.5ha and the Draft Sites and Policies Plan (2013) allocated 5ha.</div>	
		<div>Site score</div> <div>27</div>

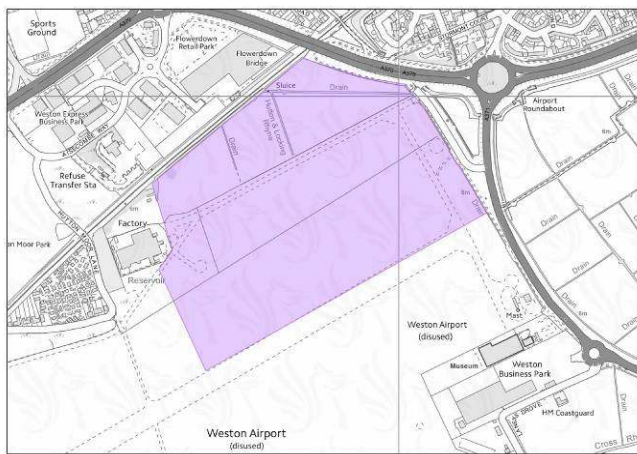
Site name	Bridge Farm, WSM	Site reference	E20/HE1416
		Site area	0.5 (employment part)
		Undeveloped Site	0.5
		Status	Undeveloped

		<b>Current uses</b>	
<b>Criteria</b>	<b>Comment</b>		<b>Score (out of 5)</b>
Proximity to urban areas	Within town of WSM and close to priority employment area, but not within.		3
Site visibility	Very visible site on main route into the town.		5
Market attractiveness	Likely to be attractive as part of the allocated mixed use site.		4
Strategic access	Good access to the A370 and M5. Also close to Worle railway station.		5
Proximity to train station and or bus connections	Good access from a choice of modes. Bus stops at Homebase store east and west bound.		4
Development and environmental constraints	No known insurmountable constraints. Possible need for buffer to railway. Potential for ecological constraints including in relation to the ponds to the south of the site.		4
Compatibility with adjoining uses	No in-principle compatibility issues. The site is an allocated mixed use site. It also sits adjacent to land safeguarded for station car parking which would be compatible. There is an orchard adjacent that may require some protection.		4
Policy factors	The site is an extant mixed use allocation under Policy E3 of the RLP.		
Barriers to delivery	-		
Potential uses	B1 B8 given sites location close to Junction 21.		
Availability	Available.		
Delivery timescale	Short to medium term. Other similar sites have been developed for small to medium sized office development e.g. the Ridings to the north of the site and an established business site sits to the west.		
Suggested revised allocation.	Maintain existing allocation.		

Site name	Europark, WSM	Site reference	E12/HE14276
	Site area	26	
	Undeveloped site	0 (Redevelopment opportunity=13.56ha-remainder consented for other uses)	
	Status	Existing site	
	Current uses	Industrial and other	
Criteria			
Criteria	Comment	Score (out of 5)	
Proximity to urban areas	Within town of WSM close to regeneration area.	5	
Site visibility	Reasonable visibility from Winterstoke Road but shape of site restricts visibility into the site.	3	
Market attractiveness	Likely to be an attractive site but demand may be impacted due to the availability of more readily developable sites elsewhere.	3	
Strategic access	Poor strategic access at present but potential to improve with the delivery of the Cross Airfield Link.	2	
Proximity to train station and or bus connections	Nearest bus connection at Bloomfield, Oldmixon but not within 400m.	2	
Development and environmental constraints	Potential for contamination and need to consider Consultation Zone associated with gas storage facility.	2	
Compatibility with adjoining uses	The site is an existing industrial site. Any redevelopment to consider relationship to wider site development.	3	
Policy factors	In line with the Weston Villages SPD and part of an extant RLP allocation for B Class uses.		
Barriers to delivery	Viability of redevelopment a possible issue to consider. Also potential lease arrangements with existing uses on the site,		





Potential uses	Mixed uses. Need to consider vehicle trips associated with any proposed use. Multiple heavy vehicle trips may not be suitable given the access onto and nature of Winterstoke Road.
Availability	The northern half of the site has been consented for mixed use (12/P/1510/OT2) leaving around 13.56ha for employment purposes. Within this remaining part there have been various piecemeal applications and consents for various mainly business uses including changes of use from former aircraft buildings. There has also been a consent for a gymnasium on a small plot within the site.
Delivery timescale	-
Suggested revised allocation.	 <p>Area: 13.56ha Use: B1/B2</p>
Site score <b>20</b>	

Site name	Weston airfield east, WSM	Site reference	E36/HE1424 8
	Site area	33	
	Undeveloped Site	17 (remainder consented)	
	Status	Part complete	
	Current uses	B1(a) starter units. Public house.	
Criteria	Comment	Score (out of 5)	
Proximity to urban areas	Within WSM, and Junction 21 Enterprise Area.	5	
Site visibility	Very good visibility from multiple directions including Flowerdown Bridge, the A371 and the new Cross Airfield Link.	5	

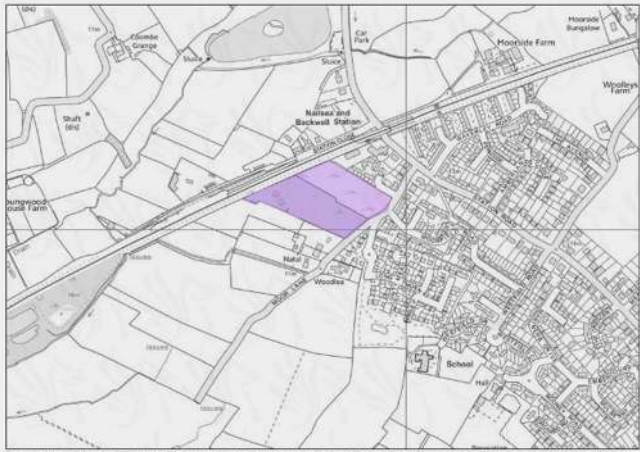


Market attractiveness	High quality location with good attributes close to strategic road network and well served by new infrastructure.	5
Strategic access	Very good to both A370 and M5 and to the A371.	5
Proximity to train station and or bus connections	Bus connections close to site.	3
Development and environmental constraints	No known insurmountable constraints. Many constraints have been addressed through the consent on part of the site. Need to ensure development of remainder of site is compatible with the strategic flood solution.	3
Compatibility with adjoining uses	Compatible with adjacent uses. Need to ensure individual plots developed to be compatible with wider development proposed.	4
Policy factors	This site is a remaining allocation for B Class uses and was reflected as a key business location within the Weston Villages SPD as part of that strategic development. The site sits within the J21 Enterprise Area.	
Barriers to delivery	Potential ecological aspects to address in addition to flood management.	
Potential uses	Mixed B Class weighted towards higher density employment. Food and drink related uses. The site is a key gateway into the new residential development so the uses considered should be complimentary to this.	
Availability	Available. Southern part of site is consented in outline (07/P/1950/O), and parts have been developed for office space and industrial units. 2.6ha of this site has been consented (14/P/2544/F) for educational use on the southeast corner fronting onto the Cross Airfield Link. 0.7ha has been consented through reserved matters (15/P/0523/RM) for industrial use, and an office building ('The Hive') was consented on 0.57ha (10/P/1277/RM). A public house has also been constructed on 0.82ha (11/P/1632/RM). The non-consented part to the north is currently being planned to include business uses with a focus on food and drink uses and a park and ride facility (the latter has been suggested for removal from the employment allocation).	
Delivery timescale	Already started and ongoing. Development of new roundabout has facilitated the development of this site. Other consented employment sites in the vicinity e.g. at Parklands require infrastructure provision to unlock.	

Suggested revised allocation.		Area: 24ha Uses: Mixed B Class.
Site score		30

Site name	Locking Moor Road, WSM	Site reference	E38/HE14249
	Site area	5.3	
	Undeveloped site	Possible redevelopment of existing	
	Status	Part complete	
	Current uses	Mixed business/storage	
Criteria	Comment	Score (out of 5)	
Proximity to urban areas	Close to WSM but outside of the settlement boundary.	3	
Site visibility	Good from the A371, however given the depth of the site only generally views into the site fronting onto the A371.	4	
Market attractiveness	Likely to be attractive.	3	
Strategic access	Good access to both A370 and A371.	5	
Proximity to train station and or bus connections	Bus connections at the Helicopter Museum.	3	
Development and environmental constraints	Potential requirements associated with neighbouring land use. Possible flooding and ecological constraints and close proximity to the attenuation ponds being built to the south of the airfield.	3	

Compatibility with adjoining uses	In principle acceptable depending on specific uses proposed.	3
Policy factors	Site is a remaining allocation in the RLP but is not considered to have a key strategic role as a business site.	
Barriers to delivery	-	
Potential uses	B2/8 where compatible with adjacent use. B1 generally not considered suitable.	
Availability	There are existing businesses operating out of this site, and the lease arrangements are not certain. The site is extensive though and there may be scope for additional units within.	
Delivery timescale	-	
Suggested revised allocation.	Maintain existing allocation.	
		Site score 24

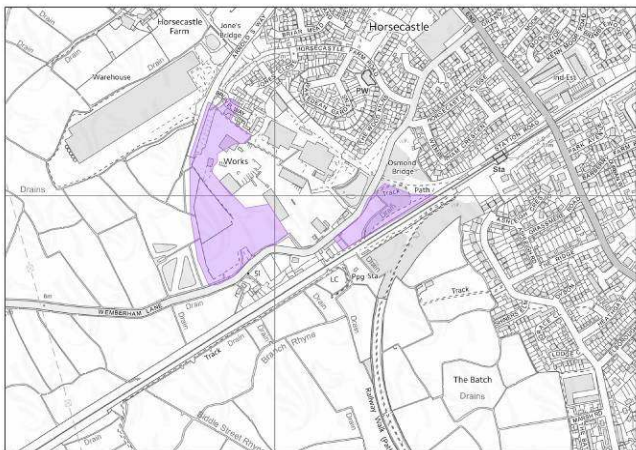
Site name	Moor Lane, Backwell	Site reference	E24/ HE1440
	Site area	3	
	Undeveloped Site	3	
	Status	Undeveloped	
	Current uses	Pasture	
Criteria	Comment	Score (out of 5)	
Proximity to urban areas	Close to south of Nailsea but not to existing business areas within the town.	2	
Site visibility	Reasonable.	3	
Market attractiveness	Potential to attract some demand due to rail station.	3	
Strategic access	Reasonable with A370 a short distance.	3	
Proximity to train station and or bus connections	Adjacent to station and nearby bus connections.	5	
Development and environmental constraints	No known insurmountable constraints. There is a pond on the site that could indicate ecological constraint.	4	

	Extensive tree coverage on the western half of the site.	
Compatibility with adjoining uses	Scope for amenity issues to arise depending on the type of employment uses.	2
Policy factors	The site is a remaining allocation but the adopted Backwell Neighbourhood Plan supersedes this and would take precedence over the extant allocation.	
Barriers to delivery	Potential for other uses and delivery of employment development elsewhere.	
Potential uses	The Backwell Neighbourhood Plan concludes that both residential and employment will be supported on this site.	
Availability	There is a current application for residential development on the site (15/P/1916/O).	
Delivery timescale	Extant allocation has been superseded, and not likely to come forward for purely employment uses.	
Suggested revised allocation	Given the Neighbourhood Plan provisions for this site, the current planning application for residential on it, and the consent at Coles Quarry for employment, it is not recommended to roll forward this employment allocation. Instead consideration should be given to either a smaller employment allocation on the site to reflect the Neighbourhood Plan, and/or the allocation of Coles Quarry for employment encase the consent is not delivered.	
		Site score
		22

<b>Site name</b>	Park Farm, Yatton	<b>Site reference</b>	E32/ HE14251
	<b>Site area</b>	0.4	
	<b>Undeveloped site</b>	0.4	
	<b>Status</b>	Existing site	
	<b>Current uses</b>	Ind/agricultural adjacent	
<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>	
Proximity to urban areas	Closest town is Clevedon which is still some distance away. Site borders the village of Yatton	2	
Site visibility	Visible from Arnolds Way.	3	

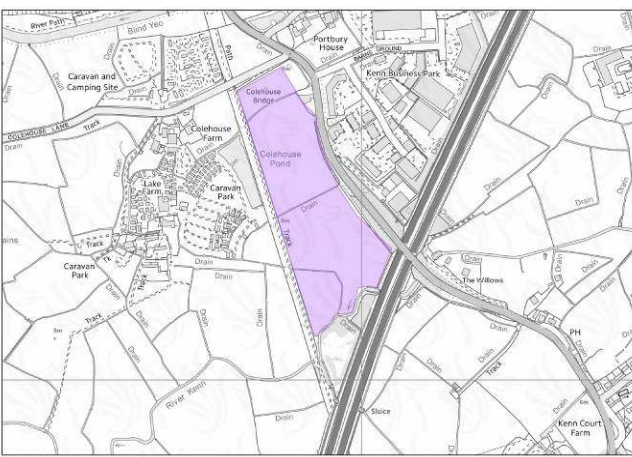


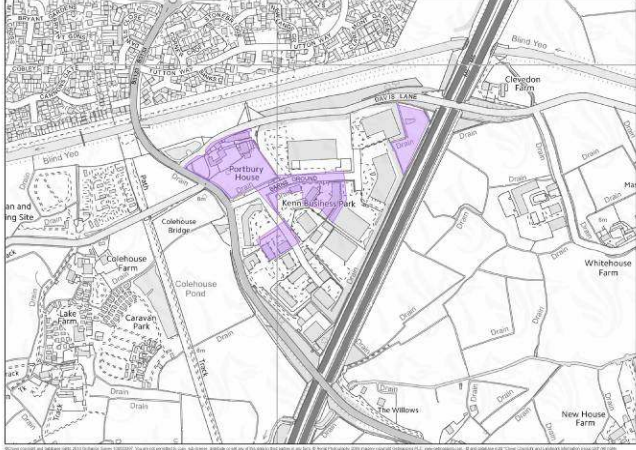
Market attractiveness	Potential to attract local demand	3
Strategic access	Limited with connections back through the village of Yatton to the A370.	2
Proximity to train station and or bus connections	Bus connection at North End and within 10 minute walk of train station.	4
Development and environmental constraints	No known insurmountable constraints.	5
Compatibility with adjoining uses	Broadly compatible. There is a scheme to the north of the site that is consented subject to S106 so any proposal will need to ensure compatibility with that taking into account the residential use proposed.	3
Policy factors	Not of strategic significance but may have a local role in meeting the village needs.	
Barriers to delivery	-	
Potential uses	B Class compatible with adjacent and proposed residential.	
Availability	A mixed use application was submitted covering this site in 2005 (05/P/0891/O), and was refused. This included a small component of light industrial development but was primarily a residential scheme.	
Delivery timescale	Uncertain	
Suggested revised allocation	The same allocation could be rolled into the Site Allocations Plan, however the site is not considered significant in terms of allocation. The site is in an existing business/agricultural use and normal development management policies will regulate its ongoing use.	
Site score		22

Site name	Wemberham Lane, Yatton		Site reference	E30/33 HE14252
	Site area	5.6		
	Undeveloped Site	5.6		
	Status	Part complete		
	Current uses	Undeveloped		


Criteria	Comment	Score (out of 5)
Proximity to urban areas	Site located at Yatton, the closest urban areas being Clevedon and Weston-super-Mare.	2
Site visibility	Site not very visible screened from Arnolds Way by planting.	2
Market attractiveness	Potential to be attractive in meeting local needs e.g. associated with existing businesses.	3
Strategic access	Limited with connections back through the village of Yatton to the A370.	2
Proximity to train station and or bus connections	Site located some distance away from bus stops and Yatton Station.	1
Development and environmental constraints	Possible flood risk and amenity issues of adjoining business sites.	4
Compatibility with adjoining uses	Depending on employment use proposed, may be compatible with existing industrial/storage use adjacent.	4
Policy factors	Not of strategic significance but may have a local role in meeting needs.	
Barriers to delivery	Possibly flooding and relationship to existing site adjacent.	
Potential uses	B Class compatible with adjacent and proposed residential.	
Availability	<p>On allocation E30 (the western site) the concrete works was extended into the allocation (07/P/0958/F). Much of the remainder of the site appears to be used for storage and parking associated with this use.</p> <p>The eastern site (E33) is not developed but is heavily treed. Various historic applications for industrial uses have been refused.</p>	
Delivery timescale	-	
Suggested revised allocation	It is suggested to remove this allocation. E30 is complete and E33 is not considered to offer a suitable employment site.	
Site score		18


Site name	West of Kenn Road, Clevedon	Site reference	E39/ HE14174
		Site area	8.2
		Undeveloped site	8.2

	<b>Status</b>	Undeveloped
	<b>Current uses</b>	Pasture
Criteria	Comment	Score (out of 5)
Proximity to urban areas	Located to the south of Clevedon adjacent to Kenn Road.	3
Site visibility	Visible from Kenn Road	3
Market attractiveness	Considering the success of the 5/20 site it is considered that, in a stronger market this site would be attractive.	3
Strategic access	Connection up through Clevedon to Junction 20 of the M5.	3
Proximity to train station and or bus connections	Closest bus stop at Colehouse Lane.	3
Development and environmental constraints	Floodplain status (tidal 3a) is the main environmental constraint on this site.	3
Compatibility with adjoining uses	The development of the site for employment purposes would be compatible with the adjacent 5/20 business site. The River Yeo forms a barrier to residential uses to the north of the site.	5
Policy factors	Allocated through the Examination in Public on the RLP. Potential to have strategic significant.	
Barriers to delivery	Flood risk.	
Potential uses	B2/B8	
Availability	Site has recently been submitted for alternative uses during a recent call for sites.	
Delivery timescale	-	
Suggested revised allocation	The extant allocation could be carried forward as an employment allocation.	
		Site score
		23

Site name		Site reference	E26/ HE14254
Clevedon 5/20			
		<b>Site area</b>	4.1
		<b>Undeveloped Site</b>	3.12
		<b>Status</b>	Part developed
		<b>Current uses</b>	Mixed business
Criteria	Comment		Score (out of 5)
Proximity to urban areas	Separated from southern Clevedon by the River Yeo but reasonably connected to the urban area of Clevedon.		3
Site visibility	Visible from Kenn Road although remaining parts of site are set back into the business park.		2
Market attractiveness	Good levels of take-up within the wider site.		4
Strategic access	Connection up through Clevedon to Junction 20 of the M5.		3
Proximity to train station and or bus connections	Limited local access		3
Development and environmental constraints	No known insurmountable constraints.		3
Compatibility with adjoining uses	Business uses are compatible in principle		5
Policy factors	Site has strategic importance being on the main M5 corridor towards Bristol with potential to absorb demand from further afield.		
Barriers to delivery	Flooding constraints.		
Potential uses	Similar to existing.		
Availability	Some parts of this site are now completed including 0.3ha office development (05/P/2484/F). A further 0.6ha has consent for office but only 0.37ha complete (05/P/1648/F) (the smallest parcel in the revised suggested allocation). In fact about 0.17ha of this consent is not part of the allocation and should be considered for future allocation as part of a consolidated allocation (see below).		

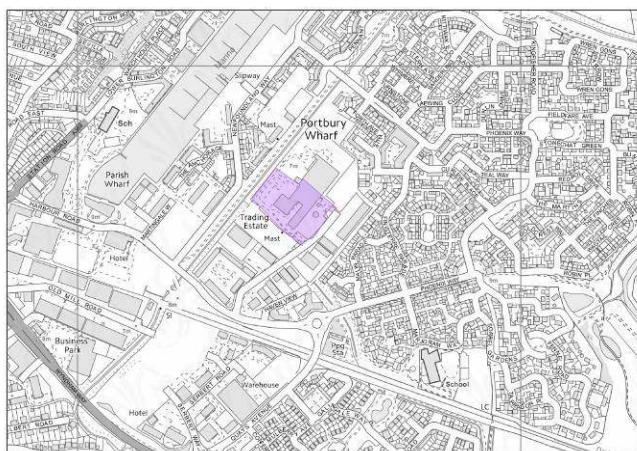


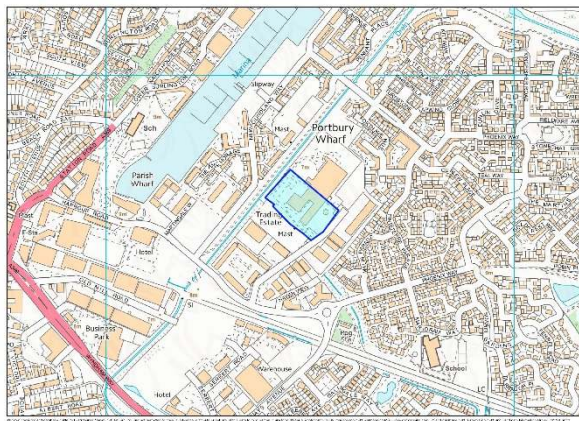
	The northwest parcel has a Listed Building and curtilage leaving only the southern half of that piece. The suggested revised allocation removes this part.	
Delivery timescale	n/a	
Suggested revised allocation		Area: 2.06 Uses: Mixed B Class
Site score		23

Site name	Slough Pitt Farm, Winscombe	Site reference	E40/HE14256
	Site area	0.14	
	Undeveloped site	0.14	
	Status	Existing site	
	Current uses	Agricultural adj.	
Criteria	Comment	Score (out of 5)	
Proximity to urban areas	Some distance from any town in North Somerset.	2	
Site visibility	Poor visibility.	1	
Market attractiveness	Very limited market attractiveness. May serve very localised needs.	1	
Strategic access	Not close to any strategic road network.	1	
Proximity to train station and or bus connections	Closest stop at Shiphams Lane within 400m.	3	
Development and environmental constraints	No known insurmountable constraints.	3	

Compatibility with adjoining uses	Potential depending on type of use given the close proximity.	4
Policy factors	Whilst being an extant employment allocation in the RLP, the site does not have any significant policy status going forward. Sites such as these could form local opportunities to meet local needs however.	
Barriers to delivery	Availability and potential demand for space on this site given the location.	
Potential uses	Uses linked to adjacent current use.	
Availability	A consent was granted for change of use from industrial to office and storage in 2001 (01/P/0191/F) which looks to have been implemented.	
Delivery timescale	-	
Suggested revised allocation	It is suggested that this allocation is removed.	


Site score	15
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Site name	Severn Paper Mill, Portishead	Site reference	E34/HE1425 7
	Site area	1.7	
	Undeveloped Site	1.7	
	Status	Existing site	
	Current uses	Existing industrial use	
Criteria	Comment	Score (out of 5)	
Proximity to urban areas	Close to the centre of Portishead	5	
Site visibility	Site located within the trading estate so only limited visibility to site.	2	
Market attractiveness	Supply of land elsewhere in the town may impact on the demand for this site.	3	
Strategic access	Reasonable access through to the A369 and M5 beyond.	3	
Proximity to train station and or bus connections	Bus connection at Newfoundland Way.	3	

Development and environmental constraints	Existing building onsite may constrain development.	2
Compatibility with adjoining uses	Generally compatible.	4
Policy factors	Not of strategic significance although in line with approach to focus business use in town centre.	
Barriers to delivery	Viability of redevelopment. Pressure for residential use.	
Potential uses	B1-	
Availability	There is currently a pre-application enquiry on this site for residential development. Given that the northeast site is being built out for residential there is likely to be ongoing pressure to develop this part for the same, and it may not therefore be available for employment use.	
Delivery timescale	Uncertain due to current interest for residential use of the site.	
Suggested revised allocation	 <p>Area: 1.5ha Uses: B1 This is a slightly revised allocation taking into account part of the employment allocation that is consented for residential.</p>	
Site score		22

Site name	Research Station, Long Ashton	Site reference	E28/HE1436 3



		<b>(out of 5)</b>
Proximity to urban areas	Relatively close to Bristol.	3
Site visibility	Average visibility.	3
Market attractiveness	Potential to meet relocation business needs including from Bristol.	3
Strategic access	Links through to the A370 along Weston Road.	4
Proximity to train station and or bus connections	Reasonable local access although on the periphery of the village.	3
Development and environmental constraints	No known insurmountable constraints.	3
Compatibility with adjoining uses	Compatible in principle with existing business units on site.	5
Policy factors	Potential significance I meeting local village needs.	
Barriers to delivery	-	
Potential uses	B Use compatible with existing on site.	
Availability	A reserved matters application was consented for the entire allocation (05/P/1033/RM) of which around two thirds was implemented with employment development. The remaining third (approx 0.38ha) is still undeveloped and an application for residential was refused (11/P/0317/F).	
Delivery timescale	-	
Suggested revised allocation		
Site score		<b>24</b>


<b>Site name</b>	Havvatt Business Park, Wroughton	<b>Site reference</b>	E29/HE1425 9
		<b>Site area</b>	1.4




	<b>Undeveloped Site</b>	1.32
	<b>Status</b>	Part complete
	<b>Current uses</b>	Pasture

Criteria	Comment	Score (out of 5)
Proximity to urban areas	Located adjacent to the village of Wrington some distance from any main town in North Somerset.	2
Site visibility	Visibility from Havyatt Road hampered by intervening buildings on the site.	2
Market attractiveness	Potential for localised demand including expansion of adjacent businesses.	3
Strategic access	Connections through to A371/A38 but some distance.	2
Proximity to train station and or bus connections	Limited access.	2
Development and environmental constraints	Site falls within the Bat foraging and commuting designation which may require specific interventions onsite.	3
Compatibility with adjoining uses	Adjacent to an existing industrial site.	5
Policy factors	Potential requirement as part of extension to existing site.	
Barriers to delivery	Local levels of demand.	
Potential uses	B2/8	
Availability	0.65ha has been consented on this allocation for warehousing (14/P/2448/F).	
Delivery timescale	-	

Suggested revised allocation	 <p>Area: 0.51ha Uses: B8/2 Revised allocation redraws site to align to consented land with the effect of removing part of the original allocation.</p>
Site score <b>19</b>	

Site name	Aisecombe Way, WSM	Site reference	E17/HE14264
	Site area	1.7	
	Undeveloped site	1.7	
	Status	Part complete	
	Current uses		
Criteria	Comment	Score (out of 5)	
Proximity to urban areas	Site is within WSM town on main corridor to town centre.	4	
Site visibility	Not very visible due to sites location away from main highway.	2	
Market attractiveness	Market attractiveness could be impacted for certain incompatible employment uses due to waste infrastructure/development immediately to the east of the site. Also the availability of sites elsewhere for business uses.	2	
Strategic access	Good access to A370 and beyond to the M5.	4	
Proximity to train station and or bus connections	Bus stops located close to site.	3	
Development and environmental constraints	Some potential constraints on development associated with waste uses adjoining site.	3	

Compatibility with adjoining uses	Potential for compatibility issues with uses to the east of site.	3
Policy factors	The site is an extant employment land allocation.	
Barriers to delivery	Compatibility with adjoining land uses.	
Potential uses	Whilst some types of B Class use may be suitable for the site including industrial and or warehousing, perhaps associated with the adjacent waste use, it is considered more beneficial to consider the potential for waste related uses in order to consolidate this site with the other waste uses including the new waste transfer station on part of the site. Scope for more specialist residual waste treatment/processing plant.	
Availability	A waste transfer station facility has been developed on the site (11/P/1579/F) and the draft Sites and Policies Plan (2013) reallocated the site for waste use.	
Delivery timescale	n/a for traditional employment uses.	
Suggested revised allocation	It is suggested to remove this allocation.	
		Site score <b>21</b>

## Summary

- 22 The assessment provides a qualitative assessment of the extant, undeveloped employment allocations to support the review of the sites through the Site Allocations Plan. Table 1 allows a comparison to be made between the sites, though it does not always follow that the lowest scoring sites are the sites recommended for discounting and vice versa as there may be other reasons informing the allocation of land.

Site ref	Name	Location	Score (out of 35)	Rank
E13	Sunnyside Road, WSM	WSM	35	High
E19	East of Park and Ride, WSM	WSM	33	
E4	Gordano Gate, Portishead	Towns	31	Medium
E36	Weston Airfield East, WSM	WV	30	
E22	Locking Castle/West Wick Business park, WSM	WSM	29	
E20	Bridge Farm, WSM	WSM	29	
E14	Gasworks, WSM	WSM	28	
E15	South of Herluin Road, WSM	WSM	27	
E7	Portishead Quays, Portishead	Towns	26	
E37	Weston Gateway, WSM	WSM	24	
E28	Long Ashton Research station	Service	24	
E38	Locking Moor Road, WSM	WSM	24	
E39	West of Kenn Road, Clevedon	Towns	23	

E26	Clevedon 5/20, Clevedon	Towns	23	
E34	Severn Paper Mill, Portishead	Town	22	
E24	Moor Lane, Backwell	Service	22	
E32	Park Farm, Yatton	Service	22	
E17	Aisecombe Way, WSM	WSM	21	
E5	Conference Avenue, Portishead	Towns	20	Low
E12	Europark, WSM	WV	20	
E29	Havyat Business Park, Wroughton	Infill	19	
E30/E33	Wemberham Lane, Yatton	Service	18	
E11	West of Winterstoke Road, WSM	WSM	18	
E9	North of Oldmixon Road/land at Lynx Crescent, WSM	WSM	17	
E40	Sloughpit Farm, Winscombe	Service	15	
Table 1	Site scores and ranking			

- 23 The majority of the sites of higher ranking are located at Weston-super-Mare within priority employment locations and will play a key role in facilitating the employment-led strategy and economic growth aspirations including of the West of England Local Enterprise Partnership. Significant investment is required to bring forward much of this supply for example at the Weston Villages meaning that the supply will likely be delivered incrementally over the plan period as sites become deliverable. This may help to provide an ongoing supply of land as momentum and additional demand grows.
- 24 Many of the smaller allocations located throughout the villages for example at Long Ashton, Yatton, and Wroughton may play a role in meeting local business needs e.g. of existing businesses such as the need for expansion and/or new premises. These may be important in helping to support improvement in self-containment outside of Weston-super-Mare.
- Implications of the study findings for employment land supply.*
- 25 This paper sets out a series of revised potential allocations (summarised in the table below) taking into account parts of the sites that have either been consented for other uses and / or constructed. Some supply has also been suggested for removal due to site constraints, and reasons related to the quality of the site for employment purposes and its deliverability over the plan period.

***List of allocations taking into account revised areas and discounted sites***

Site	Area	Reason for recommendation
<b>Allocations</b>		
Gordano Gate	1.6	Retention of some of allocated site. Note retail consent on part.
Portishead Quays	2.91	Retention of some of allocated site.
West of Winterstoke Rd	0.5	Retain some allocation perhaps as part of a mixed use site.
Weston Gateway	1.2	B1a/ B8



Sunnyside Road	1.2	Considered to be a high quality employment site within WSM town centre and very well connected.
Locking Castle Business Park	4.7	Employment uses still considered appropriate for the site as part of the Junction 21 EA aspirations and as per the extant consent.
East of Park and Ride	3.61	Allocation to facilitate the ongoing development of this site for employment uses.
Gasworks	1.9	Revised allocation as part of mixed use site.
Herluin Way	8.5	Revised employment area proportionate to reduction of overall site.
Bridge Farm	0.5	Suitable as part of a mixed use site.
Europark	13.56	Potential for redevelopment of existing.
Airfield east	24	Key site for WSM and Weston Villages.
Locking Moor Rd	5.3	Suitable site on periphery of town.
West of Kenn Rd	8.2	Suitable as extension of existing business site.
Clevedon 5/20	2.06	Remaining parts of business site.
Severn Paper Mill	1.5	Roll forward of existing allocation but revised to remove small part now consented for residential.
Long Ashton Research Station	0.38	Remaining part to facilitate completion of this employment site.
Havyatt Rd	0.51	Revised smaller extension of existing business park.
<b>Total revised allocation</b>	<b>82.13 ha</b>	
<b>De-allocations</b>		
Gordano Gate	5.2	Completed for retail use.
Conference Avenue	1.7	1.24ha completed and 0.46 considered unlikely to come forward.
Portishead Quays	3.59	Completed.
Lynx Crescent	3.5	Major site constraint
West of Winterstoke Road	4.1	Alternative uses proposed
Weston Gateway	1.55	Completed for other uses.
Locking Castle business part	7.8	Consolidation of allocation. Consented for other uses and site feature for retention.
East of Park and Ride	3.79	Constructed and consented.
Gasworks	0.4	Parts allocated to other uses in draft plan.
Herluin Way	2	Site area revised to reflect Airfield Bridge Link alignment.

Europark	12.44	Allocated to residential use as part of Weston Villages development.
Business Quarter	9	Completions and consents.
Moor Lane	3	Allocation superseded by Backwell NP.
Park Farm	0.4	Existing use on site.
Wemberham Lane	5.6	Part of site is complete and other part adjacent to railway is not considered to justify ongoing allocation.
Clevedon 5/20	2.04	Completed and part of site removed as Listed.
Gazelle Road		Complete. Site area not built on to the east of site is being used for storage of building materials ancillary to the use of the site.
Slough Pit Farm	0.14	Existing use on site.
Severn Paper Mill	0.2	Consented for residential.
Long Ashton Research Station	0.82	Completed.
Havyatt Rd, Wrington	0.89	Completed and revised boundary.
Aisecombe Way	1.7	Alternative uses proposed on northern half of site and southern part of site completed.
<b>Total suggested discount</b>	<b>59.46 ha</b>	
<b>Table 2: Suggested allocations and discounts</b>		

- 26 With the suggested release of currently allocated sites that could be developed for employment as identified in this paper<sup>5</sup>, it is not considered that this would affect the overall supply of land to meet current planned requirements as set out in the North Somerset Core Strategy. Many of the Core Strategy planned jobs have already been delivered since the plans base year of 2006 and there is considered to be sufficient land (even assuming the suggestions of this paper) to facilitate the delivery of the remaining jobs<sup>6</sup>.
- 27 More locally there are qualitative indications that additional sites should be considered including to meet industrial land needs, and the expansion needs of existing businesses. The HELAA should be considered for any additional sites.

*Draft Sites and Policies Plan (2013)*

<sup>5</sup> Note the 59ha discount in Table 2 is not all discounted potential as much of it has been completed and therefore already contributed to employment/business growth.

<sup>6</sup> Note that not all jobs have a land/development requirement and accordingly employment growth will take place without the development of land. The West of England (Nov 2015) Economic Development Needs Assessment provides evidence on the split between B Class jobs growth and non B Class.

- 28 In the Draft Sites and Policies Plan allocated sites are considered under the same policy as safeguarded sites. It is recommended to separate these into two policies to provide clarity on which sites are allocated for new development and which are existing business sites.
- 29 The Draft Sites and Policies Plan 2013 plan suggested a further series of additional B Class allocations including,
- Weston Villages sites (reflecting the distribution of employment land as set out in the Weston Villages Supplementary Planning Document (SPD); 41.65ha
  - Land at northwest Nailsea; 1.5ha
  - Land at Woodborough Farm; 1.5ha
  - Elliott Medway site at Congresbury; 0.3ha
  - Land at Bleadon Quarry; 0.5ha
- 30 These should also be reviewed in order to determine whether or not to roll into the Site Allocations Plan. At the Weston Villages there is some cross over in the allocation as part of the 41.65ha noted above is actually extant NSRLP allocation; the remainder is new sites identified through the Weston Villages SPD. The latest position in relation to consents for employment land at the Weston Villages will need to be considered to ensure that if employment sites are carried forward into the Site Allocations Plan they reflect the latest masterplanning position, and safeguard the long-term delivery of sufficient employment land.

### **Appendix 1: Replacement Local Plan schedule-E/5**

The schedule below reproduces the employment site schedule from the RLP; Policy E/5- *safeguarded employment sites*. It is noted in brackets next to each site if the site has been completed. If so it does not feature in the sites presented above.

#### **Nailsea**

E1- Land at ABB, High Street, Nailsea, 0.4ha (Completed)  
E2- Land at Southfield Road, Nailsea, 0.7ha (Completed)

#### **Portishead**

E4- Gordano Gate, Wyndham Way, Portishead, 6.8ha  
E5- Land at Conference Avenue, Wyndham Way, Portishead, 1.7ha  
E6- Old Brickworks, Bristol Road, Portishead, 1.6ha (Completed)  
E7- Land at Portishead Quays, Portishead, 6.5ha  
E8- Ashlands employment area, Portishead, 1.5ha (Completed)  
E34- Severn Paper Mill, Harbour Road, Portishead, 1.7ha

## Weston-super-Mare

E9- Land at Lynx Crescent, Weston Industrial Estate, 3.5ha  
 E10- Land at Gazelle Road, Weston Industrial Estate, 1ha (Completed)  
 E11- West of Winterstoke Road, Weston-super-Mare 4.6ha  
 E12- Land at Winterstoke Road Business Park / Weston Euro Park, Winterstoke Road, Weston-Super-Mare 26ha  
 E13- Land at Sunnyside, Weston-super-Mare 1.2ha  
 E14- Former Gas Works, Marchfields Way, Weston-super-Mare, 2.3ha  
 E15- Land off Winterstoke Road / Old Junction Road, 10.5ha  
 E16- Land adjacent to Transfer Station, Aisecome Way, 1.7ha  
 E17- Land at Aisecome Way, Great Weston Centre, 5.8 ha (Completed)  
 E19- Land East of Park and Ride Site, Weston-super-Mare 7.4 ha  
 E20- Land at Bridge Farm, St Georges, Weston-super-Mare 0.5 ha  
 E21- Land at the Ridings, St Georges Weston-super-Mare 0.73 ha  
 E22- Land at Locking Castle Business Park, Weston-super-Mare 12.5 ha  
 E37- Land at Weston Gateway Tourist Park, West Wick, Weston-super-Mare 2.75 ha

## Other Remaining Areas

E24- Land at Moor Lane, Backwell 3ha  
 E26- Clevedon 5/20, Rear of Portbury House, Kenn 4.1ha  
 E27- Land at Former Ham Green Hospital, Pill 5.7ha (Completed)  
 E28- Employment land provision at former Long Ashton Research Station 1.2ha  
 E29- Land at Havyat Road Trading Estate, Wrington 1.4ha  
 E30- Land at Wemberham Lane, Yatton 4.4ha  
 E31- Land at Arnolds Way, Yatton 0.1ha (Completed)  
 E32- Park Farm, Yatton 0.4ha  
 E33- Land south of Wemberham Lane, Yatton 1.2ha  
 E35- Land at Former RAF Locking camp, Locking Moor Road, Weston-super-Mare 25ha (Allocation superseded by Weston Villages masterplanning)  
 E36- Land at Weston Airfield (East), Locking Moor Road, Weston-super-Mare 33ha  
 E38- Weston Business Park, Locking Moor Road, Weston-super-Mare 5.3ha  
 E39- Land west of Kenn Road, Kenn 8.2ha  
 E40- Land at Slough pitt Farm, Winscombe 0.14ha

## Appendix 2: Scoring methodology

### Criteria scoring

Criteria	1	2	3	4	5
Proximity to urban areas	<i>Site within countryside not close to any settlement</i>	<i>Site located at village or smaller settlement</i>	<i>Site located on the periphery of main urban area or higher order settlement below main urban areas.</i>	<i>Site located outside but well connected to centre of main urban area</i>	<i>Site located centrally within main urban area and/or within defined regeneration location</i>
Site visibility	<i>Site hidden from view.</i>	<i>Only intermittent views of site possible.</i>	<i>Site reasonable visibility from surrounding road network</i>	<i>Site highly visible from strategic road network</i>	<i>Site highly visible from strategic road network on main route</i>



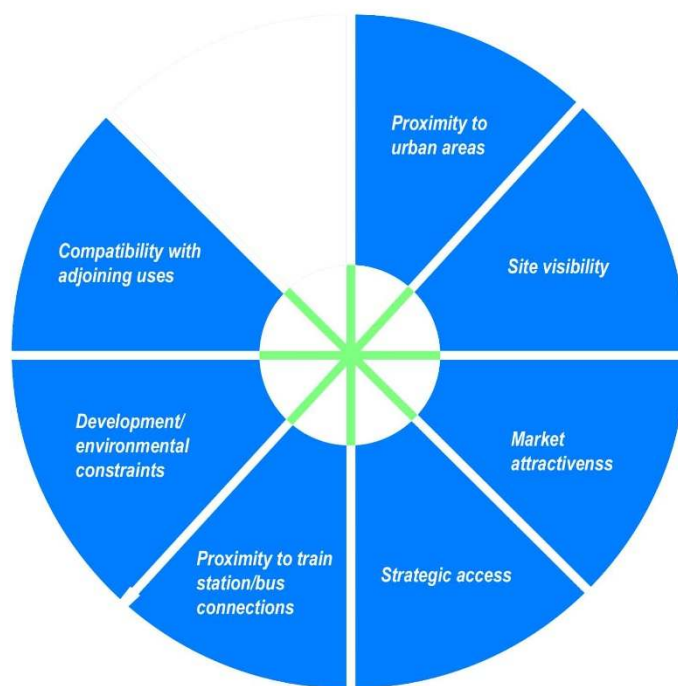
				<i>outside main urban area</i>	<i>within main urban area.</i>
<b>Market attractiveness</b>	<i>Site unlikely to be marketable due to location and site attributes.</i>	<i>Site in reasonable location but poor attributes</i>	<i>Site in reasonable location.</i>	<i>Site in main urban area with good attributes</i>	<i>Site in established/regeneration area with good site attributes.</i>
<b>Strategic access</b>	<i>Site located some distance away from any strategic junction</i>	<i>Site located more than 15 minute trip away from strategic route access</i>	<i>Site located within a 10-15 minute trip of strategic route access</i>	<i>Site located on or close to (within 5-10 minutes) junction on strategic route</i>	<i>Site located on or close to junction on strategic route and close to motorway junction</i>
<b>Proximity to train station and or bus connections</b>	<i>Site not within 10 minute walk of bus connection</i>	<i>Site within 10 minute walk (800m) of bus connection</i>	<i>Site within 5 minute walk (400m) of bus connection</i>	<i>Site within 10 minute walk (800m) of train station and bus connection</i>	<i>Site adjacent or within 5 minute walk (400m) from train station and bus connection</i>
<b>Development and environmental constraints</b>	<i>Identified constraints that are not considered able to be reasonably or practically mitigated.</i>	<i>Identified constraints that are unusual and likely require complex and/or costly mitigation.</i>	<i>Identified constraints (no more than 3) that are considered usual and able to be mitigated</i>	<i>Identified constraints (no more than 2) that are considered usual and easily mitigated with standard procedures</i>	<i>No immediate constraints associated with the site</i>
<b>Compatibility with adjoining uses</b>	<i>Site not considered compatible with existing surrounding uses.</i>	<i>Site considered potentially incompatible with planned surrounding uses.</i>	<i>No compatibility issues expected.</i>	<i>Site compatible with surrounding uses.</i>	<i>Site highly compatible with surrounding uses e.g. with the site delivering an additional phase of planned development extending an existing land use.</i>

### Site ranking

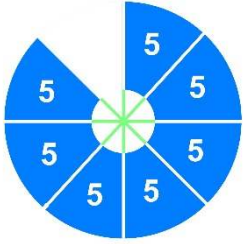

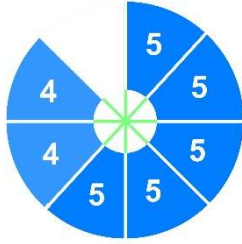
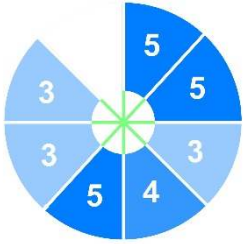

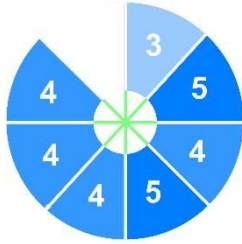





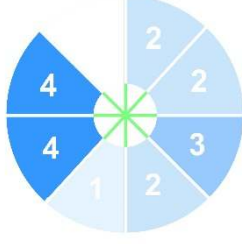
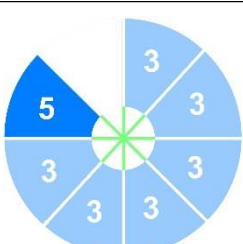
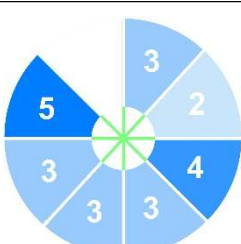
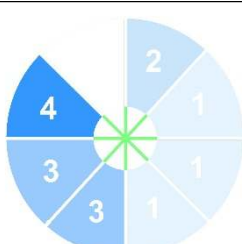
<b>Site score</b>	<b>Rank</b>	<b>Explanation</b>
1 -20	<b>Low</b>	<i>The site has scored amongst the lowest across the criteria assessed. Whilst not considered to be an optimum site it may offer a locally significant opportunity that should be considered at site allocations stage.</i>
21 – 31	<b>Medium</b>	<i>The site has scored as an average opportunity across the criteria assessed.</i>
32 – 35	<b>High</b>	<i>The site has scored amongst the highest across the range of sites assessed and is considered to offer a high quality opportunity.</i>

### Appendix 3: Assessment summary

The charts below provide a comparison of the site assessment for each site, summarising the scores across the criteria applied and are intended to support the consideration of each site. The darker charts indicate better prospects and vice versa.



Gordano Gate	Conference Avenue	Portishead Quays
Lynx Crescent	West of Winterstoke	Weston Gateway
Sunnyside Road	W. Wick Business Park	East of Park and Ride

		
Gasworks	Herluin Way	Bridge Farm
		
Europark	Airfield East	Locking Moor Rd
		
Moor Lane	Park Farm	Wemberham Lane
		
West of Kenn Road	Clevedon 5/20	Slough Pit Farm
		
Severn Paper Mill	Long Ashton Research	Havyatt road, Wrington

Aisecombe Way		