

Bath's Production Quarter

Defining an employment-led vision for Locksbrook, Brassmill and Weston Island

A VISION DOCUMENT TO SUPPORT EMERGING PLANNING POLICY FOR B&NES

FINAL Report

Bath & North East
Somerset Council

Improving People's Lives

FeildenCleggBradleyStudios

CONTENTS

Introduction

Executive Summary

1. Design Study Area

- 1.1 Location and extent
- 1.2 History of the area
- 1.3 Land uses
- 1.4 Character and landmarks
- 1.5 Ownerships and tenancies
- 1.6 Movement
- 1.7 Nature
- 1.8 Flooding
- 1.9 Key planning policies
- 1.10 Previous studies

4. Summary of Recommendations

Appendix

- 1. References and bibliography
- 2. Consultation meetings (separate document)
- 3. Summary of plots and areas (separate document)

2. 'Key ingredients'

- 2.1 Employment for Bath and B&NES
- 2.2 Key Businesses
- 2.3 Bath Spa University
- 2.4 The River Corridor
- 2.5 Weston Island
- 2.6 Other initiatives and projects
- 2.7 Residents and communities
- 2.8 The role of B&NES Council

3. Ideas for the future

- 3.1 A Vision for a Productive Quarter
- 3.2 Movement
- 3.3 Intensification / development
- 3.4 Reinforcing character
- 3.5 Low carbon retrofit
- 3.6 Integrating biodiversity
- 3.7 4 Key zones
 - West
 - Central
 - East
 - Weston Island
- 3.8 Development Summary

INTRODUCTION

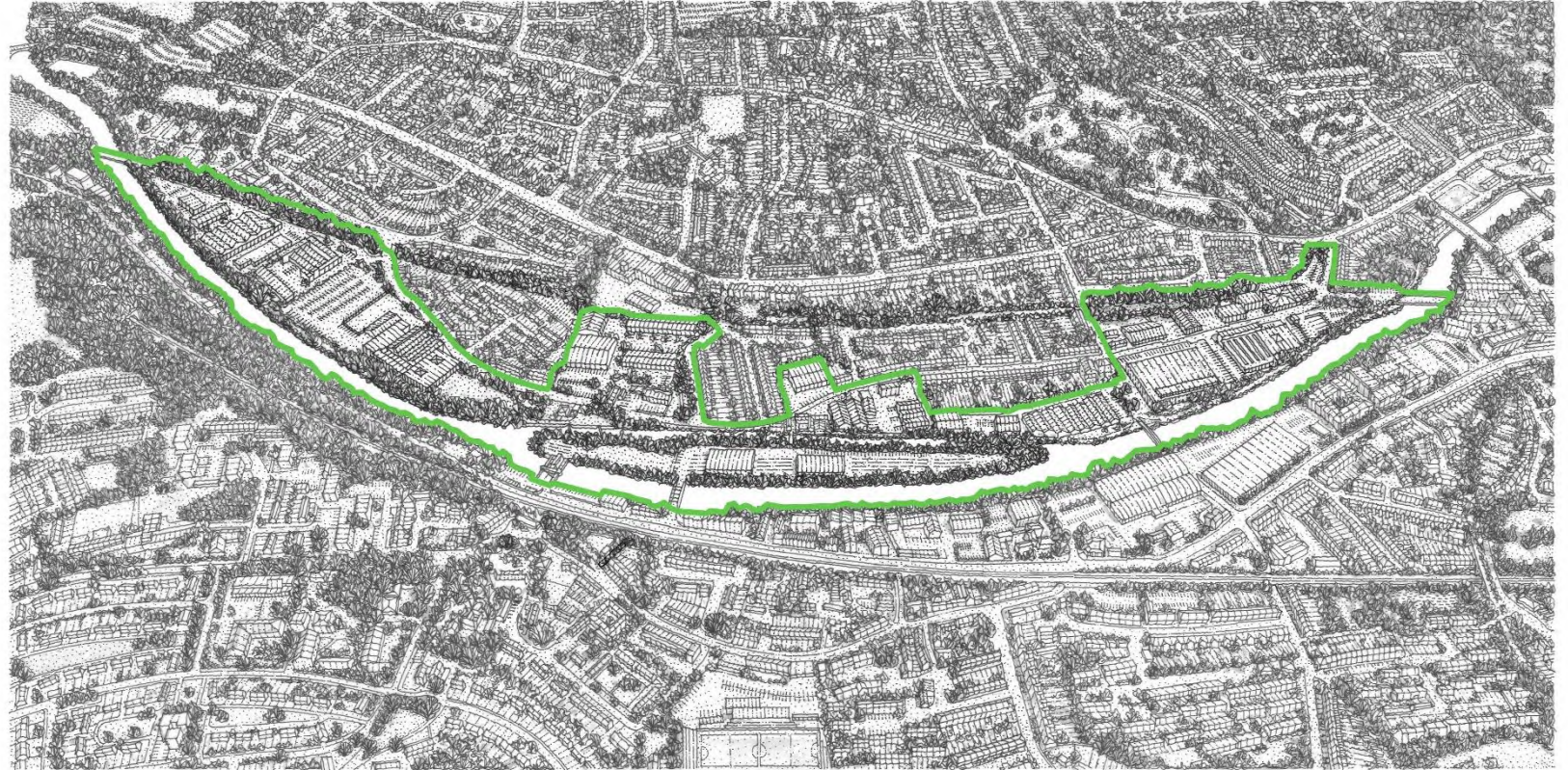
This document has been commissioned by Bath & North East Somerset Council [B&NES]. It will help to inform the Council's statutory Local Plan which will set the planning policy framework for managing how this area can change in the future. It will also help to shape other strategies, initiatives and investment decisions that will secure a vibrant and sustainable economic future for this important part of Bath.

The study has been undertaken by Feilden Clegg Bradley Studios LLP [FCBS], with B&NES as the client.

The study was undertaken during a 20-week period between May and September. The process included a review of key previous documentation and development studies relating to the area, site visits and appraisals, dialogue with key businesses and stakeholders, and a consultation event.

We hope that this study may assist in future thinking around the importance of the area as a vibrant and successful part of the World Heritage city, and as a successful and sustainable Production Quarter for Bath.

Feilden Clegg Bradley Studios
September 2024



EXECUTIVE SUMMARY

The Production Quarter is located on the western side of the City of Bath, to the north of the River Avon and south of the Newbridge Road (A4).

It has long been an important site for employment and productivity for Bath and its wider region. The area has played a notable role in the industrial heritage of the city. It continues to host a range of key companies with long histories and international reputations, as well as functions which are important to the local economy.

Today, the Production Quarter supports around 1,400 jobs, and is estimated to support the contribution of £100M GVA annually to the local economy, supporting estimated wages of £47M.

The area has a combination of key attributes that help to sustain it as an exciting Production Quarter district for Bath.

There are key opportunities for B&NES to act as an 'agent of change' in the area, including through supporting key businesses currently located at Locksbrook, protecting land values through policy designation decisions, encouraging business growth and investment in sites and buildings, and through its role in protecting and improving urban greening and the delivery of the Bath River Line project.

There are a number of key opportunities to strengthen the area as a Production Quarter for Bath and North East Somerset, and to develop win-win strategies for its future development alongside the establishment of a Creative Industries Hub by Bath Spa University.

Key opportunities include:

- the potential intensification of uses throughout the area
- enhancement of the biodiversity credentials of the area
- easing of traffic congestion, access and parking problems
- opening-up to new connections for pedestrians, cycles and wildlife
- fostering the heritage of continued architectural and business innovation and productivity
- enhancement of the city's strategic aspirations for employment, ecology, sustainability, heritage stewardship, and liveability
- opportunity for building a relationship between the Production Quarter and the Creative Industries Hub
- completing transport links for cycling and walking, to further improve connectivity with Bath city centre
- enhancing connections between the communities to the north and south of the river.

Some key operational facilities of the Council are located at Locksbrook, and the Recycling Centre could be relocated there.

Weston Island, currently a bus depot owned by First Bus, has the potential to make a game-changing contribution to the area in future. If development opportunities were possible it could be a key site for future connectivity, capacity and identity of a riverside Production Quarter for Bath.

There are other sites for industrial employment within B&NES (including at Somer Valley Enterprise Zone and Keynsham) however the Production Quarter is considered to have a unique range of key credentials and attributes for Bath and B&NES.

CONTENTS

Introduction

Executive Summary

1. Design Study Area

1.1 Location and extent

1.2 History of the area

1.3 Land uses

1.4 Character and landmarks

1.5 Ownerships and tenancies

1.6 Movement

1.7 Nature

1.8 Flooding

1.9 Key planning policies

1.10 Previous studies

1. DESIGN STUDY AREA

1.1 Location and extent

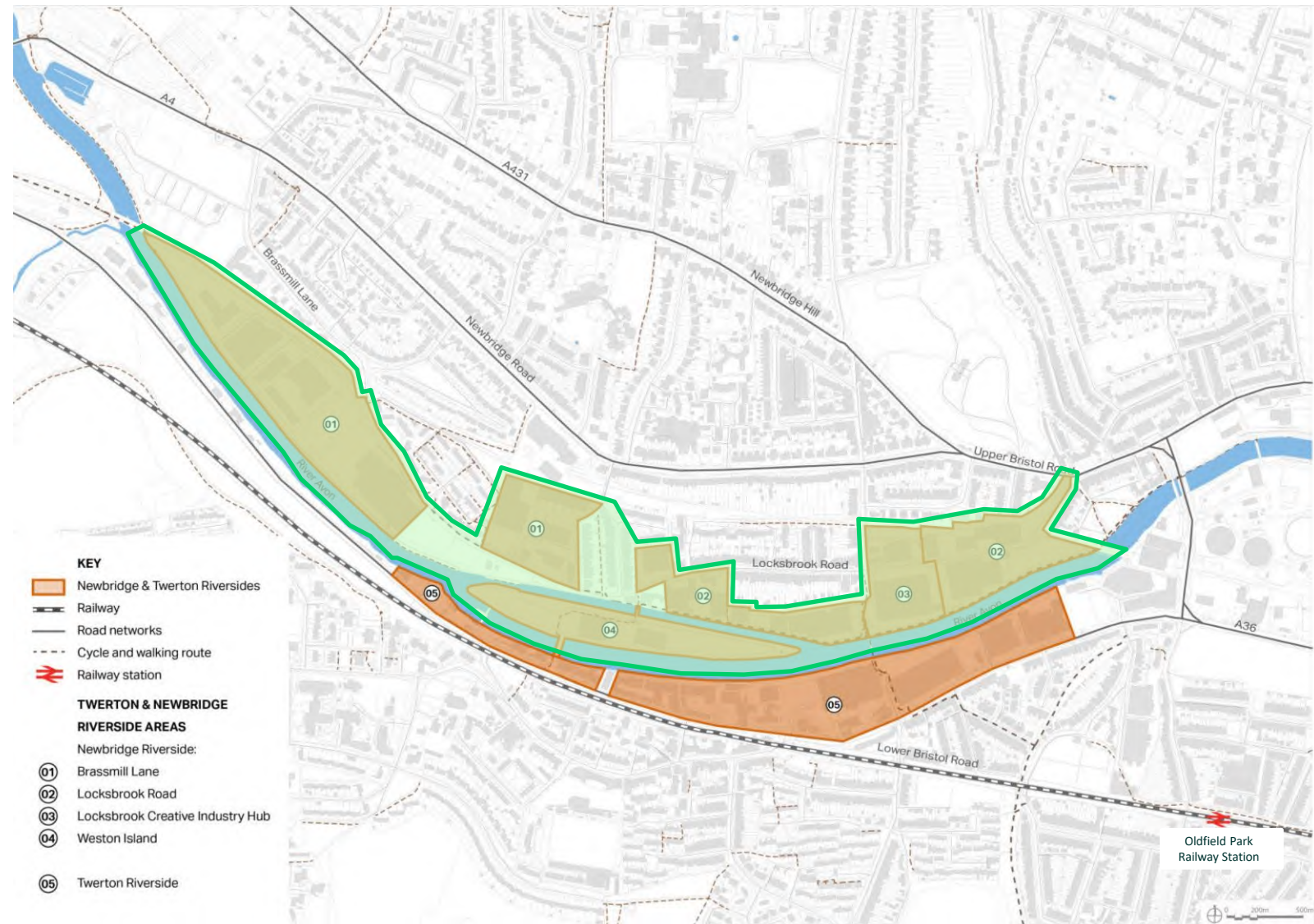
The centre of the study area is located approximately 3km to the west, and downstream from Bath city centre.

The area of the study is bounded by the River Avon to the south, the end of Locksbrook Road to the west and the end of Brassmill Lane to the east.

The northern boundary of the study area follows the edge of the main employment sites, a boundary also delineated for B&NES Local Plan Policy BS Twerton & Newbridge Riversides.

Beyond the site boundaries busy arterial routes exist on both sides of the river (Newbridge Road A4 and to the south Lower Bristol Road A36).

Running alongside the A36 to the south is the main Bristol-London rail line.



1. DESIGN STUDY AREA

1.2 History of the area

The history of the area is generally characterised by a combination of factors and events:

Twerton - The development of the riverside was influenced by the presence of Twerton to the south. A village of Saxon origin outside Bath, Twerton was a centre for milling and cloth-working from mediaeval times.

River Avon - There is a long history of industrial and commercial use associated with the river. It gave a source of power for mills and a route for transportation of both raw materials and finished products. There were two mills on the Avon at Domesday, and Bath Abbey is known to have owned a corn mill on the north side of the river. This may have been the site of the later Weston Lower or Upper Mills, the latter of which was a fulling mill by the late 15th century.

The Cut - The river was made fully navigable from Bath to Bristol in 1724-7 by a consortium led by Ralph Allen, mainly as a means of transporting Bath stone from his quarries at Combe Down to the lucrative Bristol market. The Avon Navigation Scheme also led to the construction in 1727 of the Weston Lock and the short canal through the curve north of the river, creating a small island in the River Avon (south of Osborne Road). The bypass canal was built to avoid the weirs of the Twerton and Weston mills. The River Avon continues to offer a tranquil route enjoyed by occasional boaters while cyclists and walkers take the vehicle-free towpath in and out of the centre.

Weston Island – the island formed by the creation of the cut was known in the 18th century as ‘Dutch Island’ after the Dutch immigrant brass-millers working at the brass mills there. In 1728 a stone canal bridge was built, later called Dolphin Bridge, providing access to Dutch Island. The bridge was hit by a bomb in WWII but repaired. The Dolphin Inn was built next to the bridge on the Locksbrook bank by 1738, probably to serve the increased river traffic.



Twerton High Street early 1900s



Weston Island 2020



Weston Island and Twerton 1884

1. DESIGN STUDY AREA

1.2 History of the area

Industrial Development - In the 16th-18th centuries the riverside meadows were developed for industrial purposes, many relating to the river. Thomas Thorpe's map of 1742 shows that the land was largely open farmland except for a few buildings scattered along the present Upper Bristol Road. Later in the 18th century improved turnpike roads created today's axis of the Upper and Lower Bristol Roads which frame the river north and south. By the 1880s there was a small strip settlement on the Newbridge Road at Locksbrook and a number of industrial sites along the river, including woollen and carpet mills, cement works and lime kilns.

During the Second World War the presence of important industry and railways lines attracted heavy bombing of the Bath riverside, mainly over a single weekend of concentrated 'Baedeker' raids in April 1942. Since the war, the area has accommodated the establishment and growth of a number of significant businesses. This has included the establishment of major premises for notable companies including Rotork, Horstman, and the Herman Miller furniture company, as well as groupings of light industrial units.

Railway - The Midland Railway opened its line to Bath from Mangotsfield (north-east of Bristol) in 1869. The Midland line continued west, crossing back to the north side of the river via Locksbrook Road Railway Bridge (disused) just west of Windsor Bridge Road and thence to Weston Station, Ashley Avenue, in use 1869-1965.

Housing - The Locksbrook area was developed with artisan housing to accommodate workers in the many riverside industries. Larger middle-class housing was built around Newbridge Road c. 1880-1914. Following this, during the 20th century, new housing has infilled land south of Newbridge Road and around Brassmill Lane.



Weston Island and Twerton showing new 'Weston cut' – (map c.1742)



Weston Island and Twerton 1940

1. DESIGN STUDY AREA

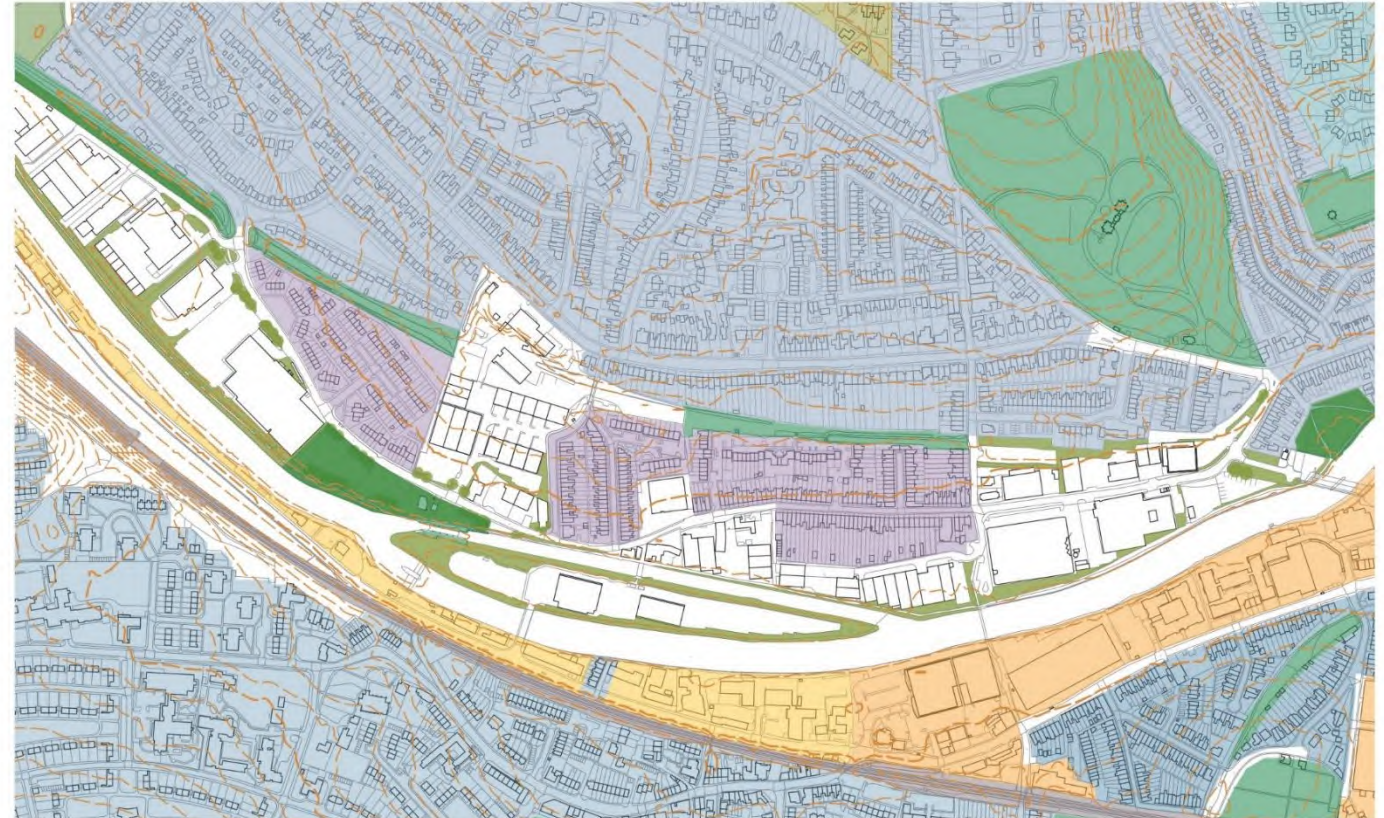
1.3 Land uses

The Locksbrook area is essentially characterised by three kinds of land uses within the study area:

- employment spaces – The study area includes a mixed range of employment spaces and a range of accommodation. These include larger premises from the area’s largest employers (i.e. Rotork, Horstman), warehouse accommodation (e.g. LoveHoney), and lightweight industrial units (e.g. Brassmill Trading Estate)
- green space - The flat riverside area is bounded by a green corridor along the river’s course, with a towpath / footpath along its length, with small parks interspersed. The study area gently slopes up towards the busy Newbridge Road (A4) to the north
- education space – Bath Spas University’s ‘Locksbrook 1’ building is located at the eastern end of the site, in the former Herman Miller factory.

The study area is bounded by Victorian terraced housing, and post-war semi-detached housing. A mix of terraced housing streets run both parallel to, and perpendicular to, the key arterial roads.

Locksbrook fringe corridor



1. DESIGN STUDY AREA

1.4 Character and landmarks

There are several listed buildings and structures in the study area, including:

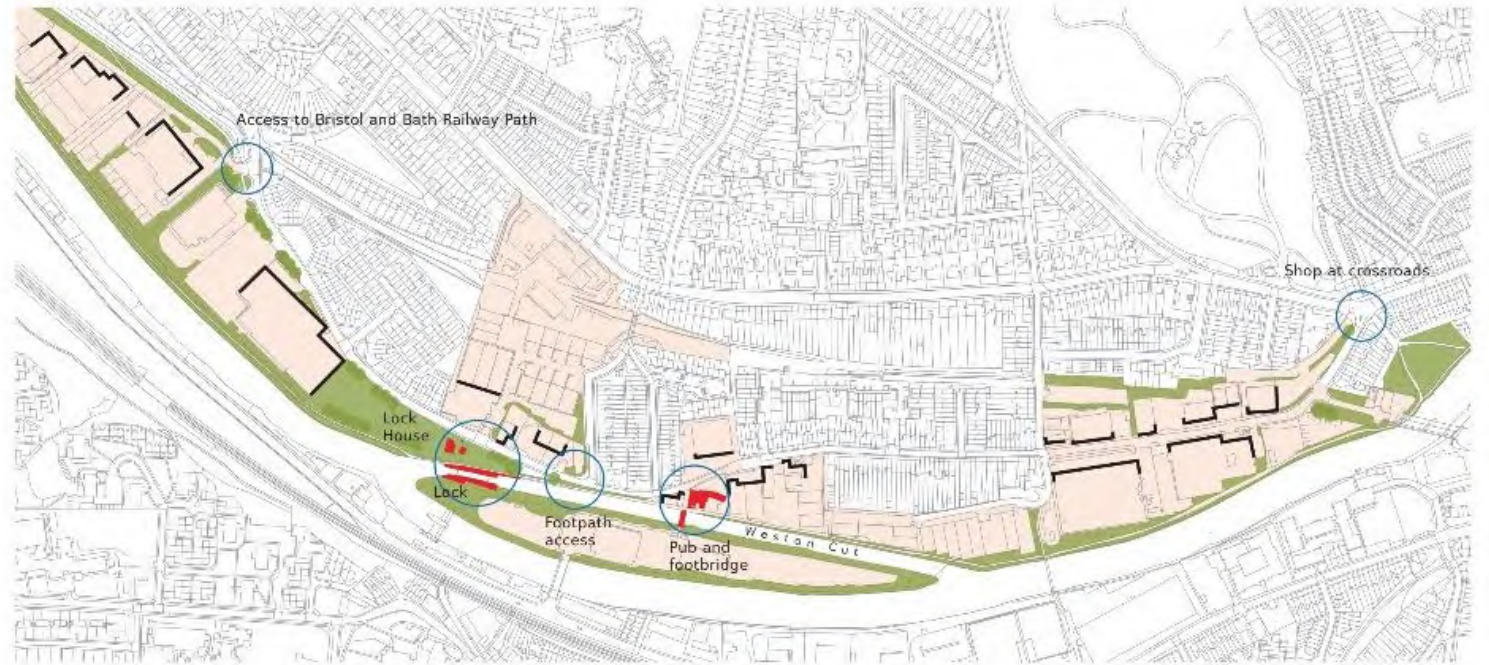
- Herman Miller factory, Locksbrook Road; 1976-7 (Grade II)
- Dolphin Inn, now the Locksbrook Inn, Locksbrook Road; c. 1730s (Grade II)
- Dolphin Canal Bridge, Weston Cut; 1728 (Grade II)
- Weston Lock gates, Weston Cut 1727 (Grade II).

There are several groupings of buildings and townscape features across the study area which may be considered as having a negative impact on the character, including:

- commercial buildings presenting a blank elevation or yard towards the river towpath, some of which have graffiti coverage
- commercial buildings at the east end of Locksbrook Road having a haphazard relationship to the street and each other (including Horstman building, B&NES Environmental Services depot, etc)
- commercial sheds east and north of the Locksbrook Inn, Locksbrook Road
- some parts of the Brassmill Lane Trading Estate
- the surface condition of Dolphin Bridge
- the Bus depot, perimeter walls and hard standing areas on Weston Island.

The riverside landscape makes a very positive contribution to the character of the area. There are some marked changes in landscape character in the area, including the riverside either side of Weston Island, and on Weston Island itself.

Landmarks and nodes



City of Bath Morphological Study

Plots and buildings

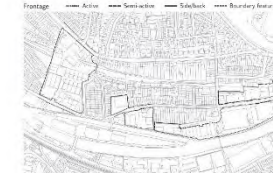


Plot Dimensions
Plot width: 10m-15m; total width: 10-15m
Plot depth: 15-20m
Building depth: 10-15m
Front set-back: 10m-15m; rear set-back: 10m-15m

Plots	Locksbrook fringe corridor
Type	A mix of mostly garden type plots with detached buildings set back from the boundaries and some attached types
Shape	Irregular, rectangular
Site and location	Widths vary, smaller plots in cul-de-sacs and within the Mangleys area
Access	Front pedestrian and vehicle access
Components	Main building, parking, hard standing, open storage, planting
Planting/vegetation	Perimeter planting
Frontage	Building set back and set back, windows and walls in stone and concrete blocks, metal gate fences, new services, steps and ledges
Buildings	
Type	Wide range of types including large floor plate garden buildings, some blocks of buildings and mixed forms, small types of residential
Overall form	Irregularly arranged, irregular in plan, flat roofs, some articulation and low triangular gable ends toward the street
Height	1-2 storeys, high back to 2 storeys, low 2 storeys
Style	Eclectic, mixes pre-19th century houses and general utilitarian blocks
Materials	Wide range of materials including brick, stone, concrete, buff concrete block or masonry, stone base walls, metal, contemporary plastic panels, stone, concrete or tile, metalwork

City of Bath Morphological Study

Highways, blocks and plot series



Block dimensions
Predominantly 2.5 plots per side, up to 8 smaller units

Highways	Highways
Character	Vehicle, carriageway with a footway on one or both sides, some footways very narrow
Parking	On street parking on one side, only two sides of car disposal, off on island, some in adjacent residential areas allow only one side for traffic
Planting	Some verges with trees planting on the western end of Locksbrook Road
Materials	Carriageway and footways predominantly tarmac
Blocks	
Type	Predominantly half block isolated oval/low type footings, Locksbrook Road and backing onto River Cut, disused railway/cycle path to adjacent residential development
Shape	Irregular, infilled in response to river and road
Arrangement	Mainly single regular street frontage, over the bridge the site includes internal series forming a sub-system
Plot series	
Type	Mainly regular series along Locksbrook Road, smaller series on Cul-de-sacs and within the Mangleys site
Shape	Irregular, reflecting irregular blocks
Orientation	Predominantly series of face toward streets
Building line	Predominantly set back, all varied distances
Termin. features	Walls, no consistent treatments or zoning
Vertical alignment	Walls, no consistent vertical alignment
Skyline	Varies with the height of buildings, alternating horizontal line of parapets or eaves and vertical change in building height

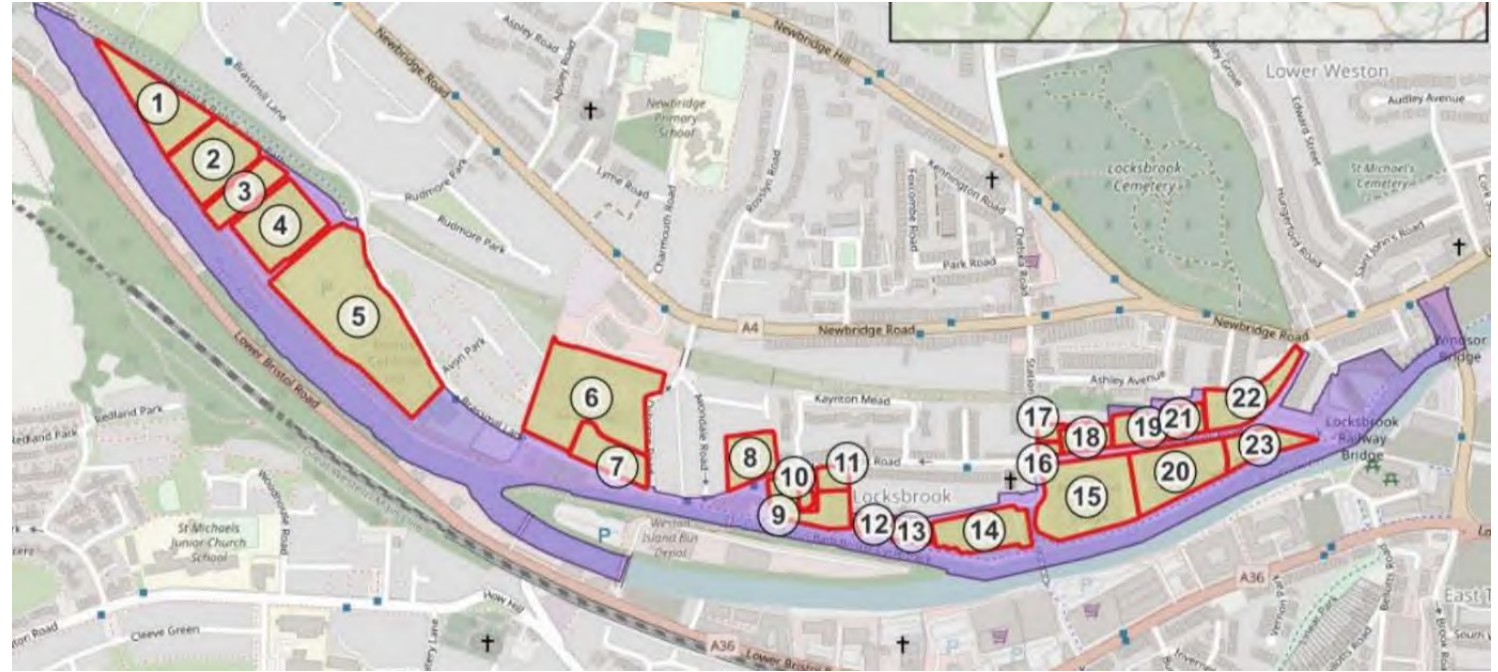
1. DESIGN STUDY AREA

1.5 Ownerships and tenancies

The ownerships and tenancies of the Production Quarter have been most recently audited by Lambert Smith Hampton and Hardisty Jones (2024).

The audit shows there are a number of different owners and sites, including larger sites owned by:

- Rotork
- Maltings Industrial Estate
- Bath Spa University
- Horstman Defence Systems Ltd
- Bath & North East Somerset Council.



1	Rotork, 9 Brassmill Lane Trading Estate	13	Units 3-4 Ashmans Yard
2	Units 1-8 Brassmill Lane Trading Estate	14	Units 1-8 Locksbrook Road Trading Estate
3	Roper Rhodes	15	Factory 2 Locksbrook Road
4	Units 1-27 Brassmill Enterprise Centre	16	151 Locksbrook Road
5	Rotork House	17	Station Road Veterinary Surgery
6	Unit 1-15 Maltings Ind Estate	18	Plumb Centre, Locksbrook Road
7	The Printing Works and All Cars	19	B&NES Transport Depot Locksbrook Road
8	100 Locksbrook Road	20	Horstman Defence Systems Limited Locksbrook Road
9	Units 1-5 Locksbrook Court	21	Perion House Locksbrook Road
10	Unit 6 Locksbrook Road	22	Volkswagen, Locksbrook Road
11	85-87 Locksbrook Road	23	B&NES Council Street Cleaning Depot
12	Units 1-2 Ashmans Yard		

1. DESIGN STUDY AREA

1.6 Movement

The area is on the north side of the River Avon, which has established a series of east-west movement corridors, including:

- the river and its path for walkers and cyclists
- Locksbrook Road as a central thoroughfare from the east
- Brassmill Lane as the key approach road from the west
- the line of the former railway (disused).

The narrowness of Locksbrook Road in its central section creates key challenges for businesses located in the centre of the study area. It is a one-way route (east to west) and the carriageway is further narrowed by on-street residents parking.

Car parking is a challenge throughout the study area, with many businesses reporting that finding adequate car parking a challenge.

Access for HGVs is important for many businesses in the area and opportunities for improvements should be sought.

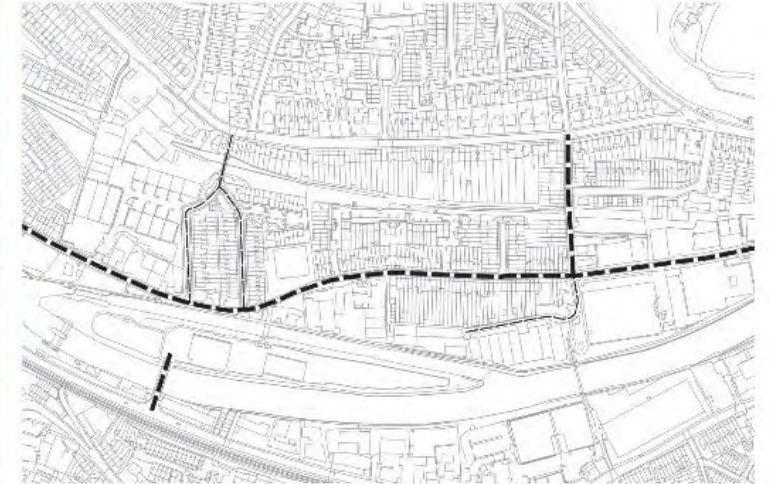
The area is not served directly by a bus route, however there is a frequent bus service on Newbridge Road to the north, and the Newbridge park and ride is an important amenity nearby.

There is a pedestrian pathway access to the site from the Lower Bristol Road, which follows the perimeter of the Weston Island bus depot and uses the existing bridges across the river and canal. However, this pathway is under-used, not well-maintained, and is not regarded as safe by some local consultees, particularly after dark.

Route structure and streets



Locksbrook fringe corridor



Junction spacing

Long: 200-500m

Street section

Main

Frontage-to-frontage: 6.2-14m

Cul-de-sac

Frontage-to-frontage: 8-18m

Façade-to-façade: 10 (pinch point) 15-37m

Façade-to-façade: 18-33m

1. DESIGN STUDY AREA

1.7 Nature

The study area is part of a significant natural resource in the World Heritage site. Its combination of riverside setting, verdant green character, and natural ecology presents important assets for Bath residents, visitors and employees of businesses located in the study area.

Previous studies have demonstrated key points relating to the areas biodiversity and ecosystem as follows:

- there are significant ecological interests that should be protected including bats, otters, kingfishers, peregrine falcons and fish and key ecological nodes that warrant enhancement, including Weston Island
- there is both scope and a legal requirement to protect and enhance the riverside through future development, including through the restoration, enhancement and connectivity of wildlife corridors
- trees are abundant in the western parts of the area, around the playing fields, along the river and the disused railway line
- private gardens and boundary hedges/vegetation make a further contribution to the streetscape
- open spaces in the area include a small recreation ground south of Brassmill Lane, which includes a reasonable complement of trees.

Recent investment by the Council in the Bath River Line project has underpinned the understanding of the area's important ecological and recreational amenities and identified a series of opportunities in the study area.

The ecological interest of the study area bring both opportunities and challenges. This is particularly true for the river and in the context of mandatory Biodiversity Net Gain requirements.

EXECUTIVE SUMMARY

The present document constitutes a synopsis of the ecological baseline for the Bath Riverside Enterprise Area. The synopsis goes beyond summarising current ecological resources within the BCREA and its relevant vicinity; the key potential for the enhancement of ecological resources and ecosystem services is also indicated and illustrated. At this stage the document is a working draft for B&NES review and comment. As such certain sections relating to potential enhancement are not fully complete. Also, whilst generic and representative fauna of the key habitats could have been listed, it is preferred to inform such a listing with the actual records from the Bristol Biological Records Centre, work that is still in progress. The key conclusions of the review work undertaken to this point in terms of biodiversity and ecosystem services are as follows:

1. There are some very significant ecological resources in their own right given the urban context of the BCREA that need to be protected and where possible conservation status enhanced: primary among these are bats, Otters, Kingfishers, Peregrines and fish.
2. Whilst there are remarkably vegetated and reasonably dark (give the wider urban context) sections of river bank at the western end of the BCREA, 50% of the banks are hard structure with limited value in terms of hinterland vegetation.
3. Accordingly there is considerable scope for enhancement both of the biodiversity habitat and corridor value of the BCREA and the associated ecosystem services that this can furnish to the residents of and visitors to Bath.
4. The work has identified key 'nodes' along the BCREA where wildlife corridors intersect and/or there are features of particular ecological value in the river channel.
5. Enhancement works should in the first instance consolidate and enhance resources at these key nodes.
6. Between the nodes, a variety of possible techniques for installation and retrofit of biodiverse green infrastructure would appear to be both viable and desirable. Some of these techniques should be the subject of pilot applications before implementing at large scale.
7. Key drivers for net enhancement of the BCREA should be the concept of what has come to be known as 'Biophilic Design', whereby incorporation of biodiversity, clean water and variations in aspect and view can contribute focally to the wellbeing and productivity of citizens, thereby also resulting in a general increase in the perceived quality of place. Front covers of recently published works that explain the theory behind this approach to urbanism are shown opposite.

Figure 5.1: Broad Habitats within and relevant to the BCREA

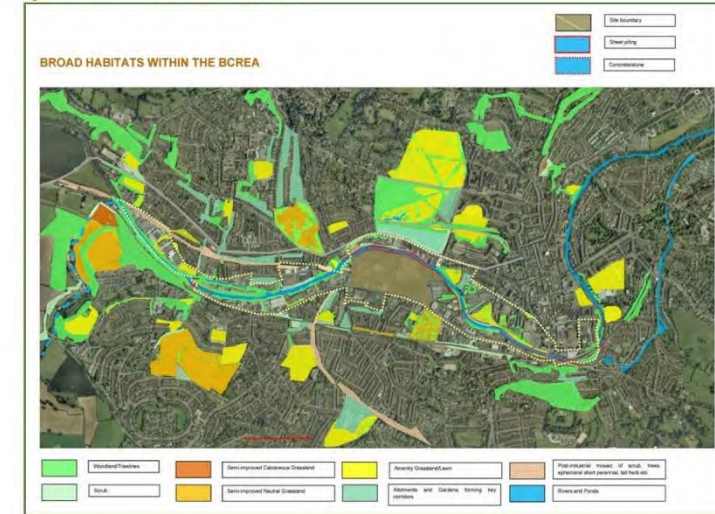
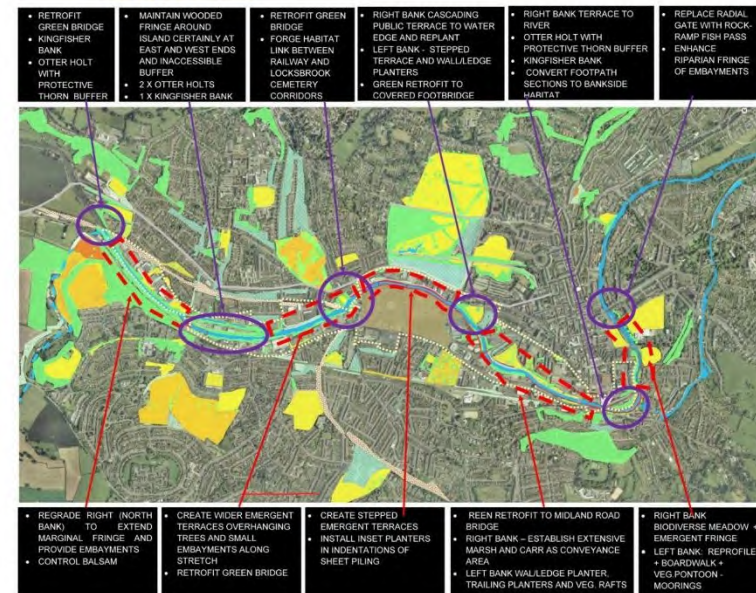


Figure 7.2: Potential interventions along the BCREA river corridor to enhance biodiversity and ecosystem services at key nodes and between nodes



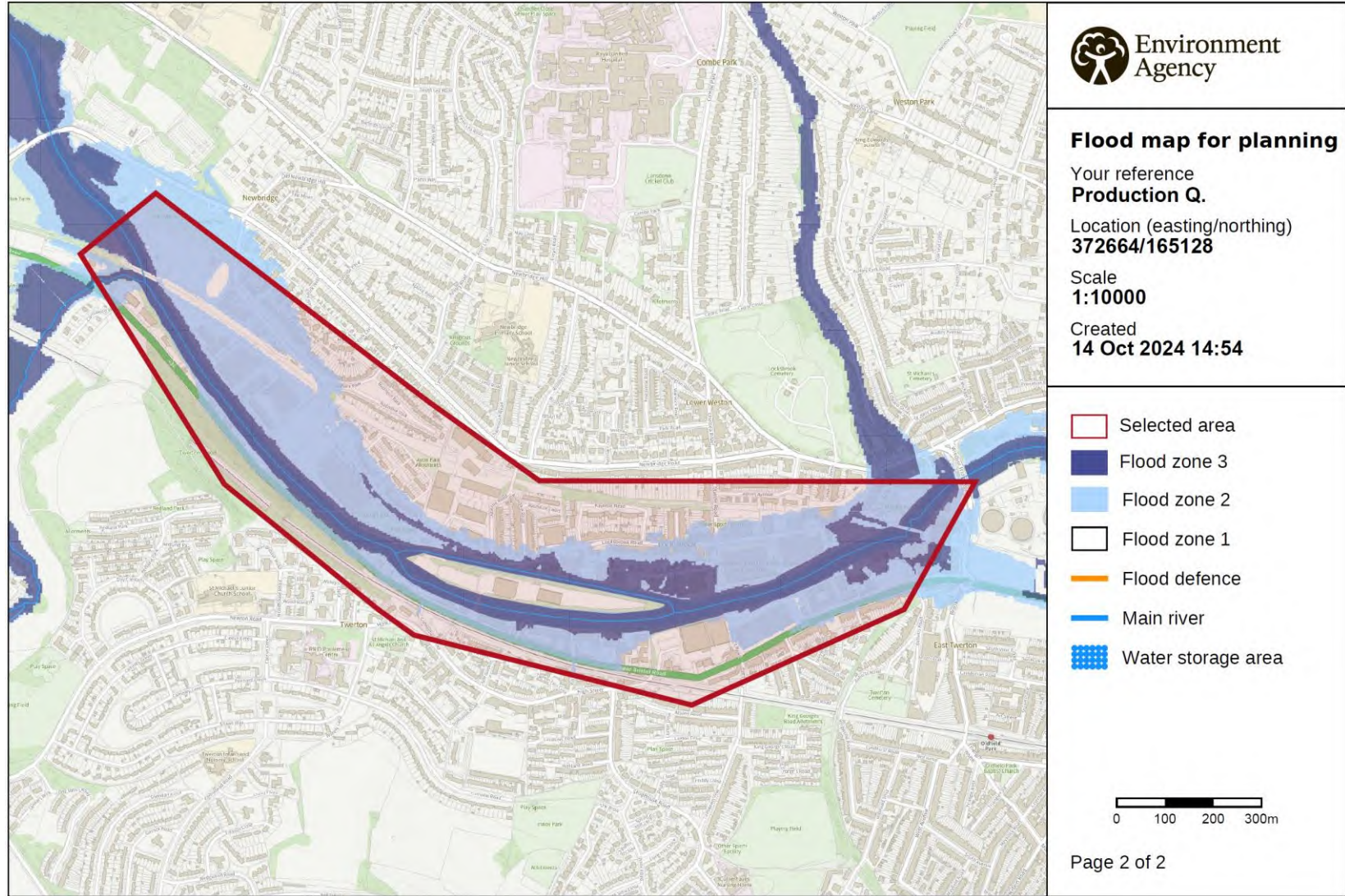
1. DESIGN STUDY AREA

1.8 Flooding

The Environment Agency flood map on the right shows the different flood zones that apply to the area. Most of the area is in Flood zone 2 (medium probability of flooding) with some locations in Flood zone 3 (high probability of flooding). A flood risk assessment is required as part of any planning application in both of these areas.

Ensuring that current and future flood risk is properly considered and mitigated against are important factors influencing the location of development and resilience to climate change. Opportunities to mitigate increasing flood risks resulting from climate change, through nature-based solutions, will also be considered, and incorporated where possible, or by maintaining, upgrading existing defences and/or utilising hard defences where nature-based solutions are impractical.

Weston Island forms part of the existing Bath Flood Risk Management Scheme and is of key importance for the River Avon. Access to the island is required for maintenance, replacement, or potential removal of the gates at Twerton.



1. DESIGN STUDY AREA

1.9 Key planning policies

The study area is covered by 2 key planning policies in the B&NES Local Plan.

Policy B3 Twerton & Newbridge Riversides

This is the strategic policy for the study area, and some areas beyond it. (The boundary for this study has been defined in part by this policy document). It includes reference to the area's contribution to Bath's industrial history and policy guidance to enable its continued contribution to the economic vision for the city. The policy also includes reference to the Locksbrook Creative Industry Hub (Policy SB22) and Weston Island.

POLICY B3: STRATEGIC POLICY FOR TWERTON AND NEWBRIDGE RIVERSIDES

1. Role of Newbridge and Twerton Riversides (including the Bath Press)

These locations form the western extent of the City of Ideas Enterprise Area

- Newbridge Riverside will function as Bath's primary location for industrial enterprise, providing about 12 ha of land at Locksbrook Road, Brassmill Lane and the Maltings for a range of activities including advanced manufacturing. There is therefore a presumption in favour of retaining land and premises in the E(g), B2 and B8 use class where identified on the Policies Map as being within a Strategic Industrial Estate under policy ED.2A. Proposals for other uses will be subject to the application Policy ED.2B.

- Locksbrook Creative Industry Hub: Within Newbridge Riverside, an area is identified to facilitate a creative business hub, maximising the benefit of collaboration with Bath Spa University. (see Policy SB22)

- Twerton Riverside has contracted as an industrial location in recent decades. This area is suitable for a broader range of uses and there is scope to redevelop the area to provide new business (B1a, b and c) premises and housing. The area presents an opportunity to host business that is displaced as a consequence of the residential led development of Western Riverside and the growth of the intensification of the Central Area into BWR East. Whilst Newbridge Riverside will remain the core industrial location, Twerton Riverside can provide additional flexibility. It will therefore be necessary to maintain an appropriate level of land in this area for B1c uses alongside office uses and housing.

Placemaking Principles

Assets of Newbridge and Twerton Riverside

Development proposals must be informed and shaped by the following characteristics:

a. The eastern part of Twerton Riverside lies close to Western Riverside which will experience a significant uplift in its environmental quality and will act as a catalyst for investment in the wider area.

b. There are a number of listed and non-designated heritage assets in the area pertaining to its industrial past, including Brunel's Great Western Railway, the façade of the Bath Press and two 1960/70s industrial buildings of innovative construction and offering adaptable accommodation for a range of industrial users

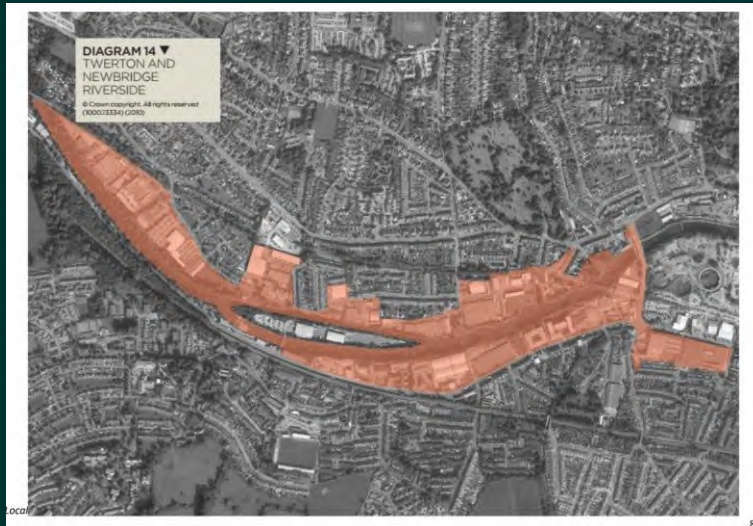
c. Views in and out of the area e.g. from higher ground at Newbridge Hill and Bath City Farm

d. The river including its banks and open land at the western section of the area are an important wildlife resource. Measures should be incorporated to restore and enhance the biodiversity value of the river and the river edge, including the retention of a dark corridor for bats, and the riverside as a green setting and context for the area.

e. There is good, yet not fully realised connectivity with the city centre and the Two Tunnels Greenway via the shared riverside walking and cycling route, which is narrow in places.

f. The Twerton Riverside area is an accessible location due to its proximity to Oldfield Park station

g. Bath Spa University Locksbrook Campus (Policy SB22) is located within the Newbridge Riverside. There are significant opportunities for new development increasing activity in creative industries and improving the retention of graduates.



1. DESIGN STUDY AREA

1.9 Key planning policies

Risks to Newbridge and Twerton Riverside

The following issues are identified as key risks to the success of these areas that should be addressed in development proposals:

- a. An excessive loss of industrial space would harm Bath's mixed economic profile.
- b. There are areas of conflict between industrial activity and residential areas - particularly with regard to the movement of heavy goods vehicles in the Newbridge Riverside area.
- c. Much existing development has a poor relationship with the riverside. Pedestrian access is poor, crossing points are limited and open space is fragmented.
- d. There is a danger that development will fail to connect to the riverside path or, the Two Tunnels Greenway and the sustainable route that follows the alignment of the former Midland Railway and miss the opportunity to enhance walking and cycling routes.
- e. There is risk that development will detract from important views over the site and consequently affect the significance of the Bath WHS or the Bath Conservation or its setting. A landscape and visual impact assessment is required to enable an appropriate design response to this issue. The World Heritage Site Setting SPD and Bath Building Heights Strategy should be used as part of the evidence base for this analysis.
- f. In places Twerton Riverside presents a poor frontage to the Lower Bristol Road, which is a key approach to the city centre.

g. The Upper Bristol Road (A4) and Lower Bristol Road (A36), including the Windsor Bridge Road junctions become congested at peak times.

h. Parts of this area are at risk from flooding. The sequential approach to site layout is required to be informed by a site specific FRA. As minimum, the floor levels of new developments have to be raised at the appropriate level taking into account the vulnerability classification informed by the FRA.

3. Key Development Opportunities

Development proposals in this area that accord with the provisions of this and other relevant policies will be welcomed.

Key regeneration opportunities include:

- The Bath Press
- Roseberry Place
- The Locksbrook Creative Industry Hub
- Weston Island

These sites are allocated in the Placemaking Plan, and are subject to site specific development requirements and design principles.

For other development opportunities in the Newbridge Riverside area the following Development Requirements and Design Principles will apply:

Newbridge Riverside: Development Requirement and Design Principles

1. Redevelopment opportunities must improve the relationship of the built environment to the riverside, improve pedestrian and cyclist permeability and provide a net increase in business space.

2. The existing varied context of the area provides for a range of building typologies that can more flexibly respond to occupier and/or market demand. Provided these buildings respond positively to the public realm, respect important views through and over the sites, and respond to other issues of acknowledged importance, there is scope for architectural freedom.

3. The provision of lower cost workspace will be encouraged to support a broader economic offer to the central area.

4. Opportunities to improve accessibility to surrounding communities, in particular connections to local centres of Chelsea Road and Twerton High Street must be achieved.

1. DESIGN STUDY AREA

1.6 Key planning policies

Policy SB22 Locksbrook Creative Industry Hub Development Requirements and Design Principles

This policy sets out principles for future development within the Locksbrook Creative Industry Hub, including use designation, the enhancement of active travel and ecology, as well as recommendations for maximum storey heights.

Development proposals will provide a mixed use development comprising employment, teaching and studio space with equipment and facilities for start-up businesses and workspaces.

POLICY SB 22: LOCKSBROOK CREATIVE INDUSTRY HUB DEVELOPMENT REQUIREMENTS AND DESIGN PRINCIPLES

Development proposals will:

1. Provide a mixed use development comprised of employment space and higher education teaching space associated with Bath Spa University which can also be used as studio space with access to specialist equipment and facilities for start-up businesses and workspaces for local people, academics and students.

2. Ensure that the size of the Purpose Built Student Accommodation is no more than the extant planning permission allows (up to 72 bedspaces cluster flat equivalent).

3. Contribute to delivery of the Sustainable Transport Route from west of Station Road to the disused former railway bridge over the river. This route would be required to:

be designed to a high quality in accordance with Cycle Infrastructure Design Guidance LTN 1/20, with cycle routes segregated from pedestrians.

b) integrate high quality green infrastructure, as part of the Biodiversity Net Gain requirements.

c) Modelling will be required to demonstrate the effects of interaction between the existing highway, crossings and adjacent junctions.

4. Deliver biodiversity net gain of at least 10% in accordance with Policy NE3a. Opportunities to deliver 10% biodiversity net gain within the site curtilage should be fully explored and tested before any off-site measures are proposed. If any off-site provision of biodiversity net gain is required, this could be provided along the Sustainable Transport Route, if practicable.

5. Provide integrated bird and bat boxes within new buildings, and/or as standalone features within the public realm, such as bat walls and swift towers. Additional features such as log piles, insect hotels, bee bricks, hedgehog connectivity measures and green and brown roofs / walls are also required.

6. Provide a positive relationship with Station Road and Locksbrook Road.

7. Provide an architectural response that helps to reinforce the identity of this area as a Creative Hub, whilst responding to its sensitive context.

8. Respond positively to short and long distance views having regard to its location within the World Heritage Site and its Outstanding Universal Values including the green setting of the city, the Conservation Area, and respond to the surrounding Listed Buildings and structures. An analysis is required to enable an appropriate response, and to influence the height, massing and design of buildings. The Bath Building Heights Strategy should be used as part of the evidence base and the starting point for this analysis. This identifies this site as being within zone 3 – the Valley Floor, and recommends that for new development ‘building shoulder height should be 4 storeys. One additional setback storey within the roofscape is likely to be acceptable’. Note that this is a recommendation for the general height only and is subject to modifiers.

9. Retain and enhance green infrastructure and habitats along the riverside edge, providing a biodiversity led approach towards the treatment of this area. This area of green infrastructure could be used for informal public open space but must retain a habitat function, a light shielding function, and improved access to the river for maintenance purposes. Built form must respond appropriately to this habitat buffer.

1. DESIGN STUDY AREA

1.6 Key planning policies

ED2A: Strategic and Other Primary Industrial Estates

This policy seeks to protect many of the employment uses within the Production Quarter.

It's critical to protect existing industrial and warehousing floorspace as there is significant demand and a severe lack of availability. The types of uses provided in the Production Quarter support our industrial and engineering heritage and help to secure a balanced economy, with easy access to trade counters and other essential businesses.

POLICY ED2A: STRATEGIC (*) AND OTHER PRIMARY INDUSTRIAL ESTATES

1. Proposals for light industrial, heavy industrial, warehousing (classes E(g)(iii), B2, B8), builders merchants will be acceptable in principle within the following Industrial Estates identified on the Policies Map. Proposals for car showrooms will also be acceptable on undeveloped land in these areas and where this would not replace E(g)(iii) and B2 land and premises.

Bath

a) Newbridge Riverside(Brassmill Lane, Locksbrook Road Estate and The Maltings(*)

Keynsham

b) Ashmead Road & Unity Road Estate, including World's End Lane Extension(*)

Somer Valley

- c) Westfield Industrial Estate, Westfield(*)
- d) Old Mills industrial Estate and its extension, Paulton(*)
- e) Mill Road, Radstock
- f) Midsomer Enterprise Park, Radstock
- g) Haydon Industrial Estate, Radstock
- h) Bath Business Park, Peasedown St John

2. The identification of these areas as Strategic and Other Primary Industrial Sites means that there is a presumption in favour of retaining them for the aforementioned E(g)(iii), B2 & B8 uses. There are strong economic reasons why other uses would be inappropriate because of the economic significance of these areas. Applicants seeking to challenge this presumption should provide compelling evidence that circumstances have changed to the extent that there is no reasonable prospect of land or premises being used for the allocated purpose, by reference to:

- a) whether existing premises are being used productively, or if not, the viability of reusing vacant premises or developing allocated land for industrial use,
 - b) the level of interest in existing premises following a marketing period of 24 months, on reasonable terms, during a sustained period of UK economic growth
 - c) general market signals of demand across the District and in relation to the locality i.e. the relevant settlement(s)
 - d) the availability and quality of alternative premise
 - e) whether any other evidence casts critical doubt on the validity of Policy B1, KE1 and SV1 insofar as they relate to the required supply of industrial space
3. Applicants will also need to demonstrate that non-industrial uses would not have an adverse impact on the sustainability of the provision of services from industrial premises that remained around the site, or would not act against the development of undeveloped areas for industrial uses.
4. A Locksbrook Creative Industry Hub has been designated within the Newbridge Riverside area focusing on business development in the creative industry. Clauses above do not apply to this area and Policy SB22 sets out the specific development requirements.

1. DESIGN STUDY AREA

1.6 Key planning policies

Policy SB23 Weston Island

This policy relates specifically to Weston Island and to the opportunity to accommodate new uses should the future relocation of the existing Bus Depot be possible. Ideas include the relocation of valued employment uses from more central locations in the city, creative arts-based activities, and improved pedestrian and cycling linkages.

The new standards for Green Infrastructure and the now mandatory BNG requirements perhaps raise the question of utilizing more of island as new public nature park alongside new uses.

POLICY SB23: WESTON ISLAND DEVELOPMENT REQUIREMENTS AND DESIGN PRINCIPLES

Development proposals will:

1. Once an alternative solution for the bus depot has been provided, develop the site for builders' merchants or sui generis depot type uses within the existing hardstanding and built up area of the site. Residential and purpose built student accommodation in this area is not acceptable as this would impede the delivery of other Council objectives.

2. Implement measures that safeguard, restore and enhance the biodiversity value of the site, including the canal, river and river edges and which deliver biodiversity net gain in accordance with policy NE3a. Any proposal must provide significant tree planting to enhance the existing tree/woodland habitat on site and provide an appropriate buffer. Initiatives to deliver for wildlife must include an otter holt, kingfisher tunnel and Sand Martin bank. Additional opportunities to provide should be provided including integrated nest boxes; water/ wetland features; public realm nest towers otter cover and bat walls are strongly encouraged.

3. Provide integrated nest boxes; water/ wetland features; public realm nest towers, otter cover and bat walls. Additional features such as log piles, insect hotels, bee bricks, hedgehog connectivity measures and green and brown roofs / walls are also required.

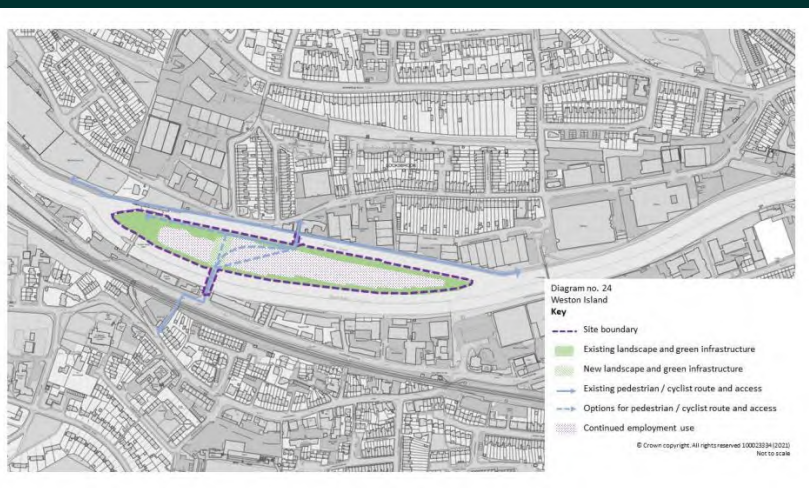
4. Respond to the restrictions on lightspill from development that has regard to the Waterspace Design Guidance (June 2018) "Protecting Bats in Waterside Development".

5. Provide a welcoming, spacious and safe public sustainable transport link across Weston Island and its respective bridges and provide high quality public realm. There may also be opportunities for more public facing uses such as creative, arts-based activities. Such uses could help to animate and overlook this new link. The link should be framed by well-defined structural landscaping / green infrastructure to include large growing tree species forming an avenue and species-rich meadow or under-storey planting, designed to guide users through the site and provide an attractive green link.

6. Deliver high quality improvements, including safety improvements, for pedestrians and cyclists and other users to the bridge linking the Island to Lower Bristol Road. The Dolphin Bridge linking the site with the shared use riverside path will require conservation and upgrading to allow safe access all users. There should be a contribution towards improvements of active travel links north of the river, including the Riverside Path and Locksbrook Road.

7. Provide a new crossing over Lower Bristol Road and improved pedestrian / cycle links between Lower Bristol Road and Twerton High Street. This should include analysis of traffic speeds along Lower Bristol Road, and delivery of speed reduction measures if necessary.

8. Respond positively to short and long distance views from and to the Island, having regard to its location within the World Heritage Site and its Outstanding Universal Values including the green setting of the city, the Conservation Area, and respond to the surrounding Listed Buildings and structures.



1. DESIGN STUDY AREA

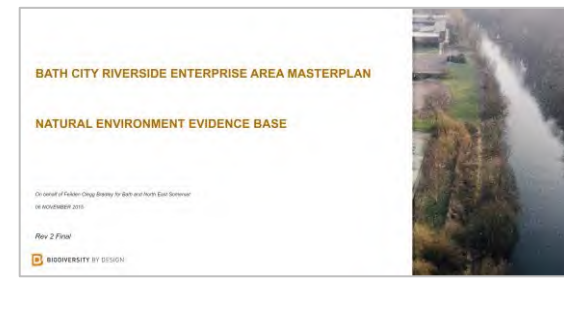
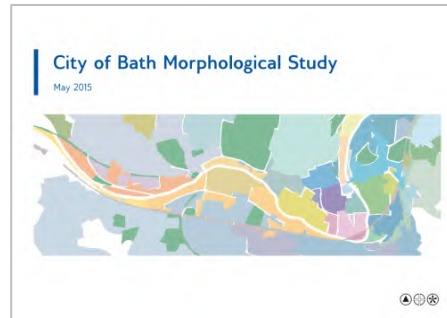
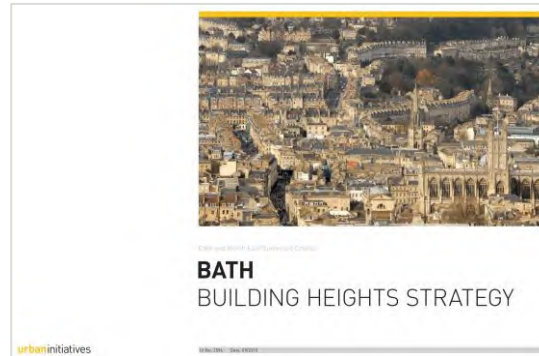
1.10 Previous studies

Recent studies

The study area has been subject to a broad range of studies over the past 10 years, some of which are ongoing.

These include:

- Bath Building Heights Strategy
- City of Bath Morphological Study
- Our Future Ambition
- Building the Bath & North East Somerset New Economy
- Building a Fair, Green, Connected Bath with North East Somerset
- Draft Conservation Area Character Appraisal
- B&NES Business & Skills Plan
- Bath Riverside Enterprise Area Masterplan
- Bath River Line vision.



CONTENTS

Introduction

Executive Summary

1. Design Study Area

1.1 Location and extent

1.2 History of the area

1.3 Land uses

1.4 Character and landmarks

1.5 Ownerships and tenancies

1.6 Movement

1.7 Nature

1.8 Flooding

1.9 Key planning policies

1.10 Previous studies

2. 'Key ingredients'

2.1 Employment for Bath and B&NES

2.2 Key Businesses

2.3 Bath Spa University

2.4 The River Corridor

2.5 Weston Island

2.6 Other initiatives and projects

2.7 Residents and communities

2.8 The role of B&NES Council

2. KEY INGREDIENTS

2.1 Employment for Bath and B&NES

The study area makes a significant contribution to the industrial employment floorspace in the city's economy.

Some key estimated measurements, as summarised in the extract from the recent study of the area by Hardisty Jones and Lambert Smith Hampton, include:

- 55,000 sqm of occupied employment floorspace
- 1,400 jobs supported
- £47 million of wages supported
- £100 million of GVA supported
- 38% of industrial floor space in the Bath City area.

It is noted that office space is only provided as a smaller part of mixed use industrial and office buildings.



	Floorspace (sq m)	Estimated jobs supported	Estimated wages supported	Estimated CVA supported
Industrial				
Occupied	55,000	1,400	£47 million	£100 million
Vacant	0	0	£0	£0
Total	55,000	1,400	£47 million	£100 million
Office				
Occupied	Negligible	Negligible	Negligible	Negligible
Vacant	Negligible	Negligible	Negligible	Negligible
Total	Negligible	Negligible	Negligible	Negligible
Overall				
Occupied	55,000	1,400	£47 million	£100 million
Vacant	0	0	£0	£0
Total	55,000	1,400	£47 million	£100 million

Industrial sites in the Newbridge Riverside policy area account for approximately 55,000 sq m of floorspace. This represents over one third (~38%) of industrial floorspace in the Bath City sub area⁶, confirming the policy area as a vital location for industrial uses.

**NEWBRIDGE RIVERSIDE POLICY AREA - DETAILED ADVICE,
HARDISTY JONES ASSOCIATES / LSH 2024**

2. KEY INGREDIENTS

2.2 Key Businesses

The study area accommodates a wide range of businesses and organisations. These range from large companies with international profiles, to smaller independently-owned businesses.

The study area also hosts a range of 'drive-to' businesses (e.g. trade counter businesses) which support other important city businesses and functions.

Key businesses in the study area include Horstman, Rotork, Rotary Precision Instruments, Roper Rhodes, First Bus, Lovehoney, and VW Bath (Monmotors). Consultation meetings reported the following:

- busy, profitable, optimistic outlook
- keen to expand in the area, if possible
- proud to be part of Bath's industrial heritage / engineering talent / recruitment pipeline(s) in place
- excellent relationships with the Universities and College
- enthusiasm to be more engaged in the future of the district
- being located in Bath is a key draw for senior executive staff, and the city's profile is well known internationally.
- the proximity to the city centre of Bath is valuable
- car parking is a challenge for some businesses, and other solutions would be welcomed.

There was also a shared enthusiasm for closer dialogue on the future of the area to share issues and participate in joined-up planning

Key challenges that were reported included:

- a lack of opportunity to grow due to limited available sites
- being priced out by non-conforming uses (e.g. resi/student accommodation)
- a lack of car parking for staff who needed to commute
- problems for some larger vehicle movements.



2. KEY INGREDIENTS

2.3 Bath Spa University

Bath Spa University (BSU) bring a vibrant and ambitious presence to the Locksbrook area.

The university's award-winning Locksbrook Campus is based in the former Herman Miller building. It provides a lively and busy space for creativity in an open-plan building with technical workshops surrounded by flexible studio spaces, and social areas.

It's near to Bath Spa student accommodation on Lower Bristol Road, which is reached via a pedestrian bridge across the river. The riverside cycle path connects with BSU's Newton Park campus.

BSU have future plans to establish a new Creative Industries Hub and Fashion Collection Archive ('Locksbrook 2') to the north of the existing building, as part of the establishment of a coordinated series of interventions to support the development of sustainable fashion in the city.

BSU have also previously published its vision for a Locksbrook Creative Quarter as an 'interdisciplinary approach to creating a national hub for sustainable fashion, by establishing emerging creative industries around a future-focused education, with spaces to live, work and prosper'.

The vision extends to consider spaces 'from Weston Island to the disused Locksbrook Railway Bridge'. Whilst this doesn't fully align with the Production Quarter area or the policies on protection of employment land, it is a useful vision of possible future employment and enterprise type uses and the potential of the Creative Industries.



2. KEY INGREDIENTS

2.4 The River Corridor

There is an outstanding opportunity for the Production Quarter to develop an identity with a close relationship to the ecological qualities of the site, which will add value and health benefits for all.

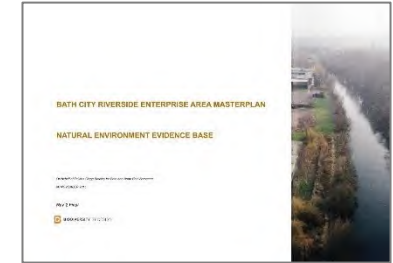
Throughout its history the River Avon has acted as a corridor for wildlife, and in recent years more opportunities have emerged to enable its integration into the life of Bath's riverside communities and their activities.

The Bath River Line project has helped to identify key opportunities within the study area, including:

- enhancement of river banks and tow path routes
- creation of better environments for otters and kingfishers
- enhancement of Weston Island with new and restored habitats including river bank and riparian habitats potentially providing a BNG habitat bank for the study area.
- creation of a nature trail to celebrate migratory birds
- sites for wildlife sculptures
- enhancement of parks and play spaces.

There are also opportunities to better integrate landscape and biodiversity into the future vision for the Productive Quarter. Ideas could include:

- new routes and bridges to enhance wildlife corridors
- green roofs to new developments
- re-setting riverside plot lines set back further to allow a more generous river path
- investing in public green space
- encouraging walking and cycling
- 'greening' of current hard-standing and tarmac surfaces
- Sustainable Urban Drainage (SUDS)
- flood risk and surface water run off management including nature-based solutions.



2 A place for nature: water, wildlife

The oldest characters in the river's story are not the Romans, but the creatures and plants along its banks.

Throughout its history the Avon has acted a corridor for wildlife, but after centuries of human development, that role is more precious than ever. Creating a more balanced relationship between human and animal users is a key goal.

Here some of the key wildlife stories along the river are picked out, along with a timeline in which to place them. Regular waterside overlooks are also suggested - which would allow people to pause and enjoy the water, while also looking at angling spots.

Opportunities to support riparian habitats along the RL, are also a key theme of these stories.

The key (right) gives an overview of each story, while the following pages give a little more detail.



2 A place for nature



→ After entering the Bath River Line at Newbridge (1) the river is lined by natural tree-lined banks. This area is a natural haven for otters and Kingfishers, but the banks could be enhanced further with native riparian herbaceous species. An offer ledge could be introduced at the bridge to support otter movement underneath the road when the river is in spate.



This will be a peaceful, reflective space where humans and wildlife co-exist easily. A greater visual connection between park and water could be created by punctuating the greenery - allowing people to see the life features in the river which offers important habitats.



→ At Green Park (8), a gently shaded, native riparian habitat could be established at the river's edge, providing a distinct contrast to the more sociable urban park, and offering opportunities for waterside overlooks.



As the river enters the city centre, opportunities for wildlife decrease, but the area where the river meets the canal is known for other sightings. This could be enhanced with native and shelled plants. The banks of Florida Gardens (8) could also be improved with biodiversity riparian planting and waterside overlooks. The area around the weir is another great habitat, along with a Lesser Horseshoe Bat roost, so it could be a good central spot for some creative interpretation.



Moving from Newbridge to Weston Island (2), a nature trail could celebrate the creatures along the route - including the migratory birds who use the river as their guide. Habitats could be boosted by bird and bat boxes and brush piles, while creative interpretation could engage people with these animal neighbours. Creative wildlife sculptures or play could capture younger minds - culminating in Brassmill Lane Park.



→ Weston Island is also a heart of Kingfishers and otters, and a section of the island (3) could be devoted to wildlife in future. This could sit happily with a new creative direction for the island. Adjustments to the banks, terracing to the natural banks and underwater planters to the steep piled edges could also boost biodiversity.



→ Moving east, Kensington Gardens is a short diversion off the route, with a riverside walk that could offer another wildlife or edible foraging trail. The bank could also be shelled and enhanced as the area is now rarely flooded by river water.



In future Bathampton Meadows could offer a really rich wildlife story, with the potential to create a series of wetland areas in the flood meadows (10, 12), offering a home to a wide variety of plant and bird life. These could link to the existing Avon Wildlife Reserve to the east. The river banks could also be given a biodiversity boost.



At Fielding's Bridge (4) and Fisher's Field (5) there is an opportunity for much river riparian planting on the river bank, creating much-needed habitat for dragonflies, damselflies and amphibians. This space would also link two wildlife corridors, one running via Locksbrook Cemetery in the north and one via the old railway lines to the south.



A number of water overlooks could be created along the section between Fisher's Field and Northall Crescent - while floating nest beds or shelled planters could enhance the hard river edge.

2. KEY INGREDIENTS

2.5 Weston Island

Weston Island is a tantalising and remarkable site within the study area. Originally formed by the creation of the Weston Cut in the 1727, it currently serves as a bus depot and parking site for over 100 buses, owned and operated by First Bus. The site has an area of approximately 5.5 acres.

At the west end are the Twerton Sluice Gates in the river (a radial and a vertical sluice gate), which are managed and maintained by the Environment Agency. A project to refurbish the Twerton Sluice Gates demonstrated that the bus depot operation was able to function without this part of the site, although this could change in the future.

Weston Island has full vehicular access via a road bridge from the Lower Bristol Road (A36). An C18th stone bridge links Weston Island to Locksbrook Road to the north, which is limited to pedestrian and cycle access only.

The site would require intensive investment to enable the electrification and de-carbonisation of the First Bus fleet by the company's target date of 2035, or earlier. It is possible that an alternative strategy could be investigated through partial use of the park & ride sites at Odd Down and/or Newbridge.

The 300th anniversary of the Weston Cut and Dolphin Bridge may be an opportunity to provide new focus on the historic qualities of this part of the site.

The site also presents a potential key site to enable space for other phased development and nature recovery to happen.









2. KEY INGREDIENTS

2.8 The future role of B&NES Council

There are key opportunities for the Council to act as ‘agents of change’ in the next steps of the enhancement and creation of a Production Quarter.

Some potential future actions for considerations include:

- review and refinement of current planning policy to protect current employment uses
- seize the opportunity to develop the vision for the Production Quarter in line with the B&NES Economic Strategy
- acquisition of key sites to facilitate future change, including further consideration of strategic development sites
- acting in joint ventures to deliver development (e.g. with First Bus)
- facilitating continued dialogue with key stakeholders and landowners to facilitate and enable change
- proactively managing Council-owned assets
- implementation of key projects such as the Bath River Line and the opening up of the new cycling route along the disused railway line and bridge.
- facilitating discussions with utility providers to improve the quality of essential infrastructure, for example, power and broadband
- Explore opportunities to reduce vehicular conflicts and enable improved HGV access to businesses.

A new economy for B&NES						
Vision	Bath with North East Somerset: Ambitious Together for a Fair, Green, Creative and Connected City Region					
Pillar	 Greener Economy	 Good Work	 Resilient Businesses	 Creativity & Innovation	 Housing Affordability	 Stronger Places
Objective	Delivering net zero & nature positive and enhancing our natural assets	Supporting residents to access and thrive in good work	Building a diverse, creative and sustainable business base	Establishing B&NES as a centre for scientific and health academic excellence, inclusive innovation and creativity	Ensuring residents have access to affordable and high quality housing	Enabling all people and places to share in prosperity
Priorities that unlock infrastructure, innovation and opportunity	<ul style="list-style-type: none"> • Build local energy generation capacity and demand for energy saving measures • Support businesses to deliver net zero and nature positive in B&NES • Create opportunities for residents to train and upskill for future green economy jobs • Develop B&NES to be a broad green economy 	<ul style="list-style-type: none"> • Champion good work practices • Increase inclusive pathways into work • Develop an inclusive lifelong learning offer • Facilitate businesses to access the skills they need 	<ul style="list-style-type: none"> • Invest in the infrastructure businesses need • Nurture emerging sectors and specialisms, including culture & creative • Promote alternative business models and community-led action • Support local businesses to stay and scale in B&NES 	<ul style="list-style-type: none"> • Maximise local benefits of B&NES leading innovation assets • Promote B&NES as an innovation testbed • Ensure all sectors and business are supported to innovate • Create spaces for creativity to thrive across B&NES 	<ul style="list-style-type: none"> • Develop housing offer that is accessible and attractive to all • Work with partners to unlock affordable housing • Deliver high quality and sustainable housing fit for future generations 	<ul style="list-style-type: none"> • Promote place-based strengths to drive economic growth in urban centres and rural areas • Support local food supply chains and food security • Improve & invest in sustainable connectivity within B&NES and to the subregion • Drive a sustainable and innovative visitor economy
Outcomes	Net zero and nature positive B&NES by 2030	Increased economic activity in residents as a proportion of the total population	Improved access to employment industrial/office/retail space across B&NES to meet demand	Increased prosperity for all, measured through Gross Disposable Household Income and healthy life expectancy	Better housing affordability, measured through housing costs as a proportion of income	Improvements in index of multiple deprivation at neighbourhood level, and raised wage levels
Delivered in partnership with Bath & North East Somerset Council – Anchor Institutions – Voluntary and Community Sector – Businesses – Communities – Regional and National Partners						

CONTENTS

Introduction

Executive Summary

1. Design Study Area

- 1.1 Location and extent
- 1.2 History of the area
- 1.3 Land uses
- 1.4 Character and landmarks
- 1.5 Ownerships and tenancies
- 1.6 Movement
- 1.7 Nature
- 1.8 Flooding
- 1.9 Key planning policies
- 1.10 Previous studies

2. 'Key ingredients'

- 2.1 Employment for Bath and B&NES
- 2.2 Key Businesses
- 2.3 Bath Spa University
- 2.4 The River Corridor
- 2.5 Weston Island
- 2.6 Other initiatives and projects
- 2.7 Residents and communities
- 2.8 The role of B&NES Council

3. Ideas for the future

- 3.1 A Vision for a Productive Quarter
- 3.2 Movement
- 3.3 Intensification / development
- 3.4 Reinforcing character
- 3.5 Low Carbon Retrofit
- 3.6 Integrating biodiversity
- 3.7 4 Key zones
 - West
 - Central
 - East
 - Weston Island
- 3.8 Development Summary

3. IDEAS FOR THE FUTURE

3.1 A Vision for a Production Quarter

This area has played a notable role in the industrial heritage of the city. It continues to host a range of key companies with long histories and international reputations, as well as functions which are important to the local economy.

The area has a combination of key attributes that could help to sustain it as a critical component of the city for the future. These can underpin the development of the Production Quarter as a contemporary, innovative and future-ready employment district for Bath.

There are a number of key opportunities to strengthen this area as a Production Quarter for Bath and North East Somerset, and to develop win-win strategies for its future development alongside the aspirations of other stakeholders within the area.

This section of the report describes a framework for how some of these key issues can come together to create a new vision for the site including ideas for the:

- intensification of development in parts of the area
- enhancement of the biodiversity credentials
- easing of traffic congestion, and parking problems
- opening-up to new connections for pedestrians, cyclists and wildlife
- completing transport links for cycling and walking, to further improve choices for active travel and alleviate pressure on the riverside path
- sustaining the development and implementation of new initiatives with the Locksbrook community.

We believe there is the potential for a sustainable and very bright future for a Productive Quarter.



3. IDEAS FOR THE FUTURE

3.2 Movement

There is a need to articulate a transport and movement vision for this area that aligns with current and emerging transport policy including the Movement Strategy, existing Active Travel Schemes and the Active Travel Masterplan. This would align with the Council's climate emergency commitment, seek to improve upon existing conditions and enable a shift to active travel modes and greater use of public transport. This could address:

- cycling and pedestrian routes to and through this area, and which connect to the city centre and beyond. These could be significantly enhanced by:
 - completion of the east-west cycle route along the former railway line and over Locksbrook Bridge to alleviate pressure on the riverside path
 - making the route across Weston Island safer and direct, and exploring opportunities for creating new pedestrian and cycling routes to connect communities from different parts of the city and beyond
- working with stakeholders to facilitate a greater shift to public transport and active travel
- providing for micromobility parking (publicly available scooter and ebike rental) to help provide choice of travel modes for employees and residents
- recognising the proximity of the park and ride and improving connections to it by sustainable means
- improving delivery conditions and reducing conflicts for HGVs, which are needed by many established businesses in the area
- exploring the potential of providing small scale multi-storey car parking at the eastern and western end of the area, or on Weston Island. This could replace current on-street parking at the eastern end and facilitate increased development at the western end by removing larger areas of surface car parking. Any increases in parking would conflict with the aims of the 'Journey to Net Zero for Bath'.



3. IDEAS FOR THE FUTURE

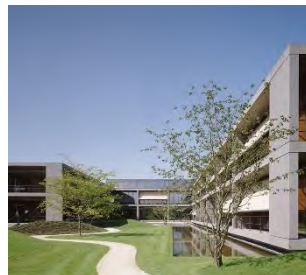
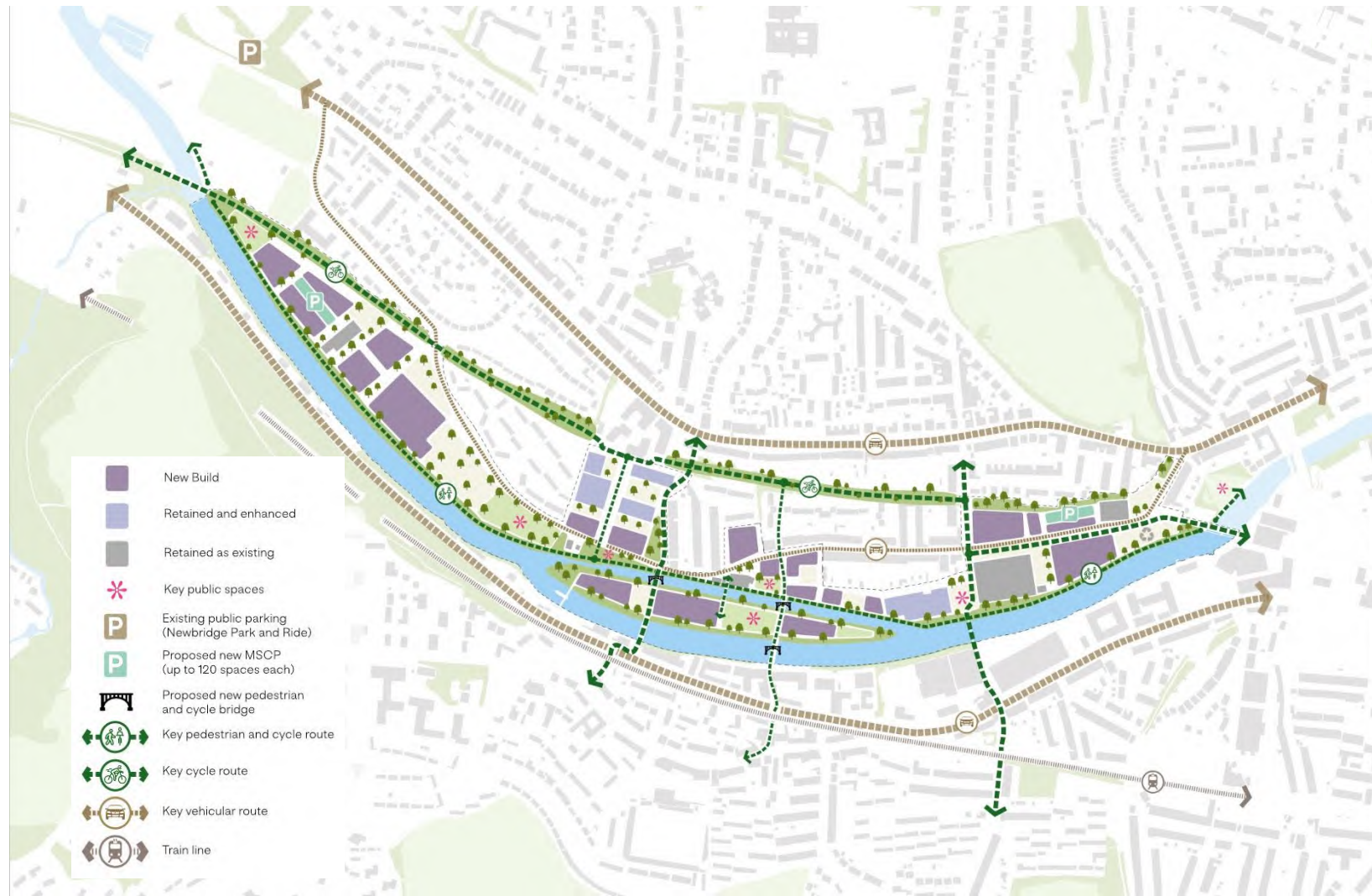
3.3 Intensification / development

The employment accommodation in the area is spread across a range of building types and sizes. This variety brings strength and resilience to the area and the way it could develop in the future.

A vision for the future could support the existing variety of buildings and accommodate:

- support for larger organisations and businesses who may need to grow or change in order to flourish
- the continued provision of mid-sized accommodation to enable businesses to grow and stay
- the continued provision of smaller-scale spaces to enable businesses to become established and to support smaller scale operations.

The vision could incorporate the intensification of employment space to increase the amount of floorspace, and the range and scale of accommodation. There are opportunities to increase building heights in the area, subject to careful analysis that responds to the important and sensitive character of the city.



3. IDEAS FOR THE FUTURE

3.4 Reinforcing Character

Although the Locksbrook area has a fragmented urban character, it also has some excellent stakeholder businesses, a verdant and peaceful riverside, a few hidden heritage gems, and a great story to build on.

It will be important to integrate and nurture the best of the area's qualities and assets in planning the next steps:

- proposed developments should include consideration of views from and to the sensitive Bath skyline and in general from points within and outside the area. They should contribute to the enhancement and extension of the tree-lined river corridor and to Weston Island
- The Locksbrook Inn, Dolphin Bridge and the historic lock are valuable heritage assets. There is an opportunity to conserve and enhance these assets, increasing the draw and contribution they can make to the area
- redevelopment sites across the Character Area would benefit from new higher quality architectural designs, especially in presenting positive frontages to publicly accessible routes such as road and the riverside paths
- better signage, access and safety features (e.g. lighting, safety rails, etc) could support greater awareness of the area's identity and use of the Avon towpath
- commercial and industrial sites could be upgraded to enhance relationships to each other and the riverside.



3. IDEAS FOR THE FUTURE

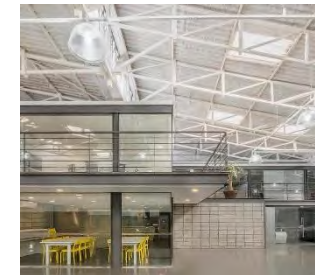
3.5 Low carbon retrofit

Improving the environmental credentials of the accommodation in the Production Quarter presents an important opportunity to address critical issues and helps to establish a strong 'green' identity for the area.

Particular opportunities that exist include:

- improvement of thermal efficiency of building envelopes to improve energy efficiency
- encouragement of energy efficient retrofit including solar pv and air, ground or water source heat pumps
- consideration of site-wide sustainability initiatives that could benefit the area including, for example engagement with the river and integration of nature and green infrastructure.

Alongside the legislative requirements to refurbish commercial buildings to legal standards there is an opportunity for the site to develop its green credentials for the benefit of companies, their staff, local residents and future visitors to (and through) the Production Quarter area.



3. IDEAS FOR THE FUTURE

3.6 Integrating biodiversity

The enhancement of biodiversity in the Production Quarter presents a key opportunity to improve the quality of place over the coming years. The area already has a thriving ecological character which can be further enhanced through careful planning and implementation, for the benefit of people and nature; a thriving economy within an abundant ecosystem.

A vision for the future could accommodate:

- retaining and enhancing green infrastructure and habitats along the riverside edge and providing green infrastructure connections to the former railway line. This biodiversity led network will provide informal public open space and retain a core habitat function and a light shielding function. Built form must respond appropriately to this habitat buffer and will need to allow for improved access to the river for maintenance purposes
- working with FirstBus and the Environment Agency in realising options for Weston Island to maximise its future contribution to the area's biodiversity
- creation of carefully planned slow routes to enable enjoyment of the natural characteristics of the area including through the continued implementation of the Bath River Line project
- encouraging key stakeholders and key building developments to respond proactively and ambitiously to the opportunities to enhance the environmental characteristics of the site, for the benefit of all.



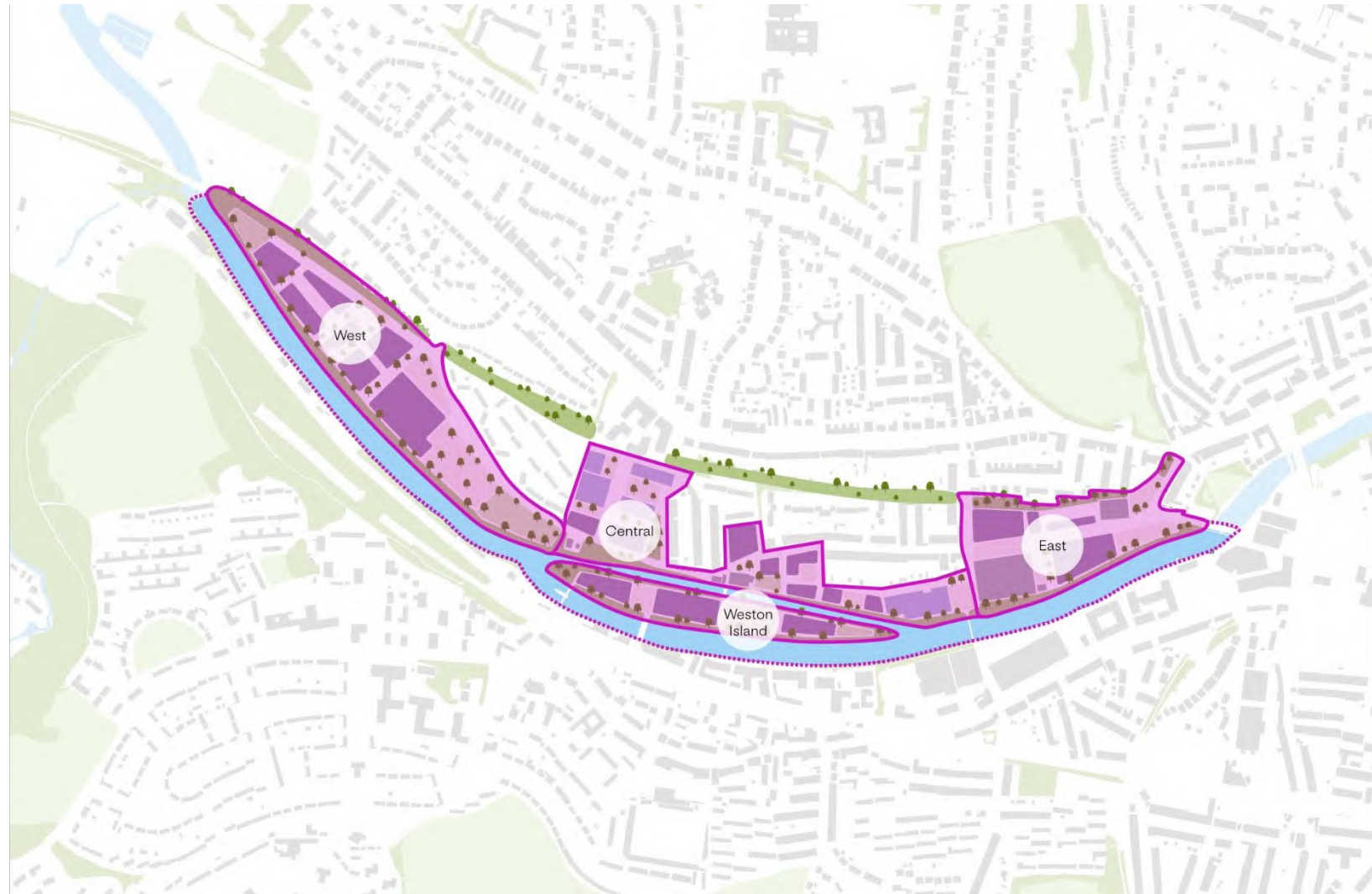
3. IDEAS FOR THE FUTURE

3.7 4 Key Zones

Whilst the Production Quarter should continue to be considered as a whole, and as a series of interdependent stakeholders, the physical factors of the area suggest that its future development may be considered as four separate districts or zones, each of which presents different opportunities for the future:

- West
- Central
- East
- Weston Island

The following pages present some ideas for each of these key zones.



3. IDEAS FOR THE FUTURE

3.7 4 Key Zones: West

This area is the most easily accessible part of the Locksbrook area by road, with good access to the A4 (Newbridge Road), and to Bristol to the west / southwest. It is also close to the Newbridge Park & Ride facility.

The area provides a range of different sized accommodation hosting a number of smaller businesses, typically in two-storey buildings. Larger businesses in this zone include Rotork, which has its international headquarters located here.

With the exception of the recently remodelled Roper Rhodes building, much of the existing stock in this area is fairly dated and there are considered to be reasonable opportunities for retrofitting, remodelling or redeveloping some of these buildings in the near future. As part of this, there is the opportunity to provide additional floorspace.



3. IDEAS FOR THE FUTURE

3.7 4 Key Zones: West

Key opportunities for enhancement include:

- the potential reconfiguration of development blocks and surrounding roads to provide for a greater development footprint and an increase and intensification of business space and activity.
- the area has a history of architectural innovation and there is considerable scope to provide a range of innovative building forms and typologies that can create and reinforce an enduring image and identity for the area. There is an opportunity to reflect the harmonious integration of innovative buildings, town planning and landscape design that is a key attribute of the World Heritage Site. Buildings should be future proofed and able to flexibly respond to occupier and/or market demands
- reconfiguration or redevelopment opportunities could increase existing building heights subject to the careful assessment of sensitive context including views through and over the area. Development must respond positively to the public realm, improve the relationship of the built environment to the riverside and the natural environment, and improve pedestrian and cyclist permeability
- opportunities for 'greening' of the area
- exploring the provision of some new or different types of accommodation to respond to future demand (e.g. lab space, r&d facilities etc)
- opportunity for a transport solution which is integrated with the Newbridge park and ride site.



3. IDEAS FOR THE FUTURE

3.7 4 Key Zones: Central

The central zone is characterised by the characterful terraced Victorian residential dwellings of Locksbrook Road. The carriageway is restricted to a one-way street (east to west) due to its narrow width, and it accommodates on-street residents' parking on the south side. Fielding's Bridge is an important link across the river, used by both pedestrians and cyclists.

Along the riverside, and 'behind' the houses are a mix of businesses, typically in two-storey accommodation.

The Locksbrook Inn, Dolphin Bridge and the lock are valuable heritage assets of architectural and historic interest. The C18th stone bridge links Locksbrook to Weston Island, which was created by the construction of the Weston Lock in 1727.

The area includes a popular new coffee shop on the riverside.

At the eastern end, the road becomes the two-way Brassmill Lane with The Maltings Industrial Park, with tenants including Electric Bear and Rotary Precision Instruments.

Further north, and beyond the study boundary, is the former Hartwells Garage facing onto Newbridge Road. Planning consent was granted after appeal for 186 student bedrooms on the site in March 2021. The development of this site will also deliver the missing link of the former railway line, enabling this to be opened up to cycling and reducing the potential for conflict on the riverside path.

The area has challenges for businesses that rely on logistics and deliveries due to the narrow road widths and one-way circulation pattern of Locksbrook Road (e.g. Lovehoney).



3. IDEAS FOR THE FUTURE

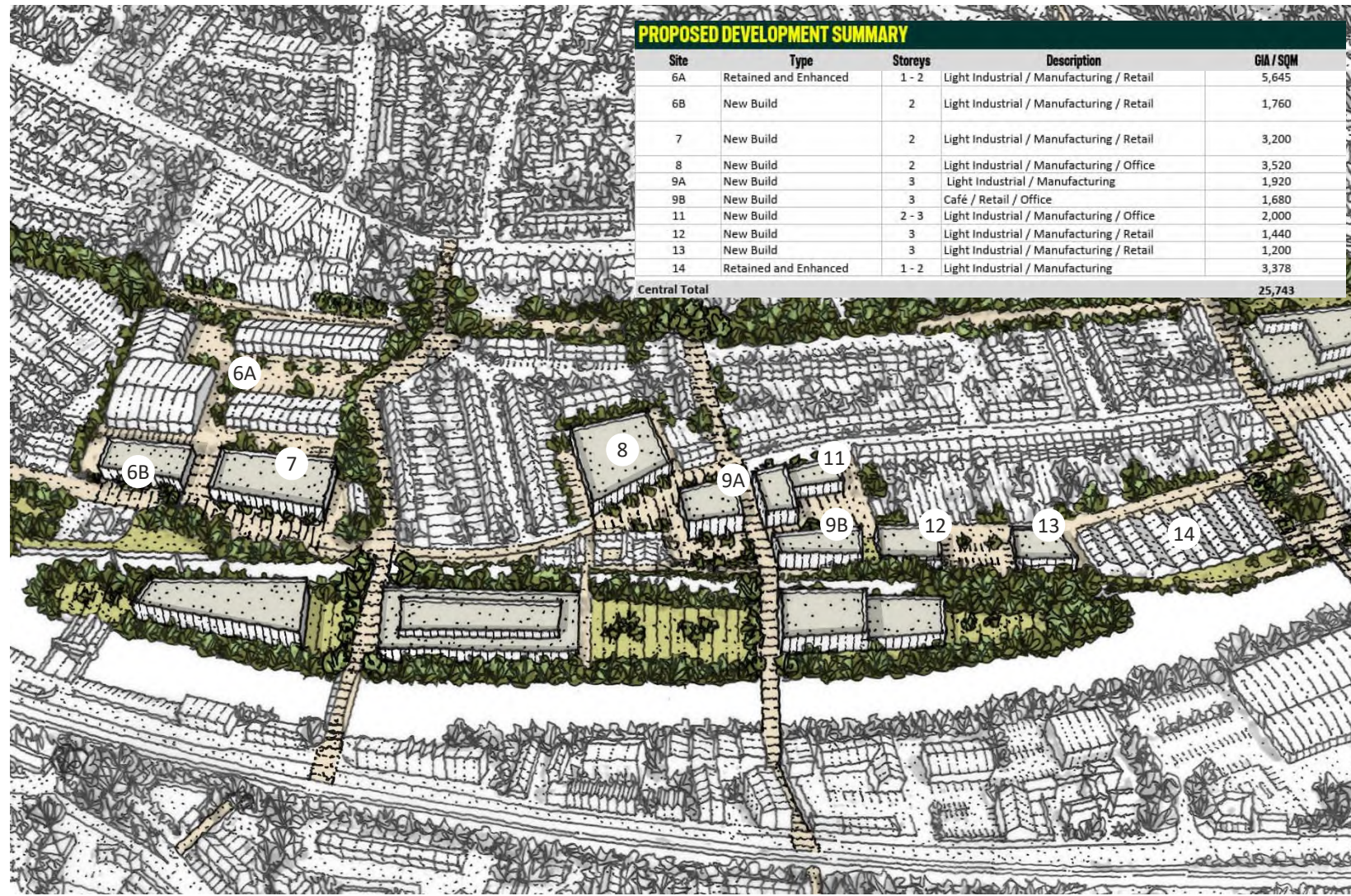
3.7 4 Key Zones: Central

Key opportunities for enhancement include:

- improvements to the riverside environment delivered as part of the Bath River Line project, including the creation of an enhanced setting for the Locksbrook Inn and the Dolphin Bridge
- retrofitting, remodelling or redeveloping of existing buildings to create additional business spaces, improve environmental performance and reinforce the character and vibrancy of this part of the Production Quarter
- encouragement of active ground floor uses and a positive relationship to the public realm, including opportunities to engage with the water and provide activity into the weekend and/or into the evening
- connecting communities by providing a direct, attractive and safe route across Weston Island. This is likely to require new crossings at various points, sensitively designed to respond to the heritage values of the Cut
- a new crossing also provides the opportunity for an innovative design and a new point of interest.

PROPOSED DEVELOPMENT SUMMARY

Site	Type	Storeys	Description	GIA / SQM
6A	Retained and Enhanced	1 - 2	Light Industrial / Manufacturing / Retail	5,645
6B	New Build	2	Light Industrial / Manufacturing / Retail	1,760
7	New Build	2	Light Industrial / Manufacturing / Retail	3,200
8	New Build	2	Light Industrial / Manufacturing / Office	3,520
9A	New Build	3	Light Industrial / Manufacturing	1,920
9B	New Build	3	Café / Retail / Office	1,680
11	New Build	2 - 3	Light Industrial / Manufacturing / Office	2,000
12	New Build	3	Light Industrial / Manufacturing / Retail	1,440
13	New Build	3	Light Industrial / Manufacturing / Retail	1,200
14	Retained and Enhanced	1 - 2	Light Industrial / Manufacturing	3,378
Central Total				25,743



3. IDEAS FOR THE FUTURE

3.7 4 Key Zones: East

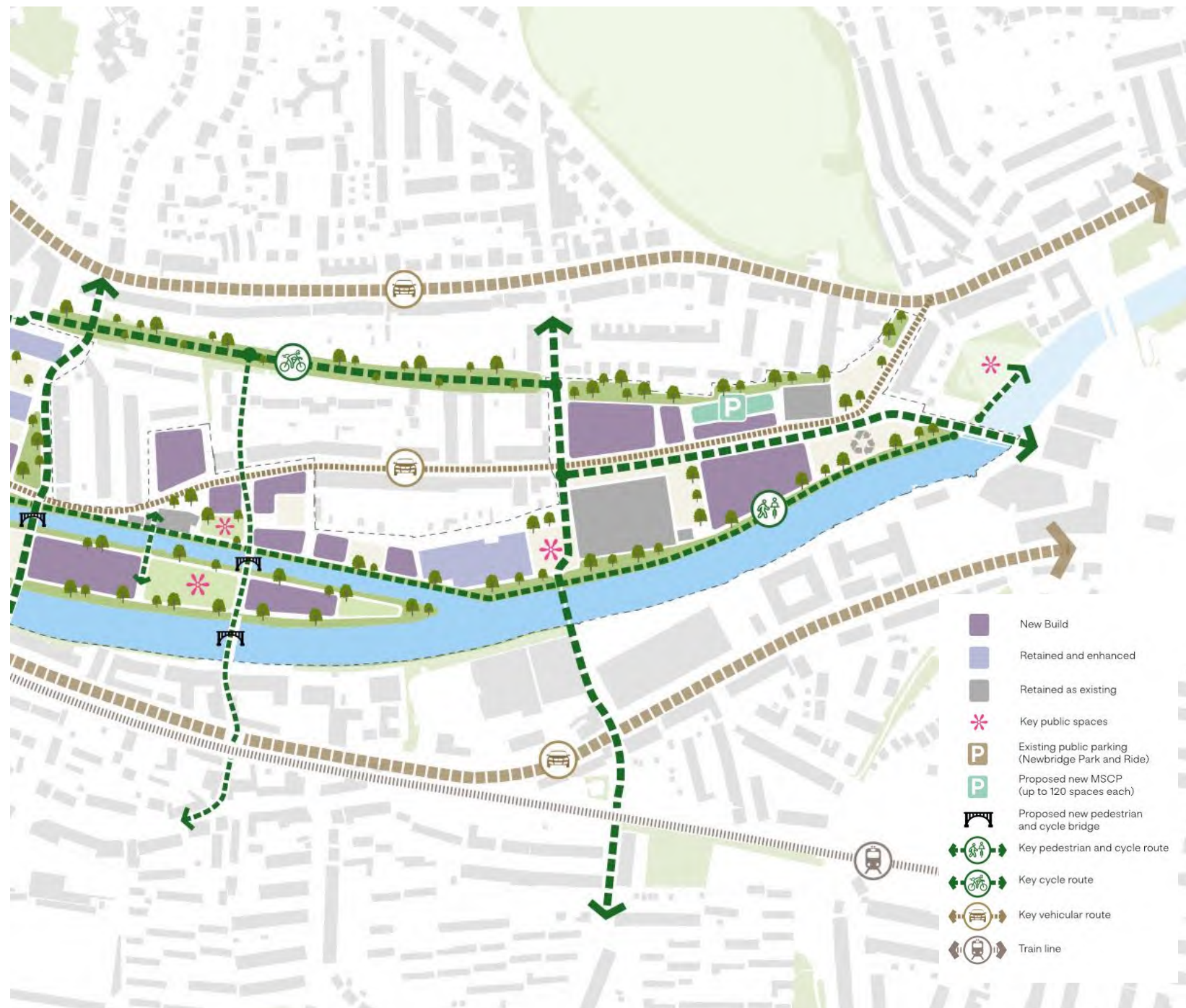
This area is the city-facing 'gateway' for the area. As such it sets the tone and offers first impressions for those arriving at Locksbrook from the city centre.

This part of the site currently accommodates:

- VW Garages
- Horstman
- Bath Spa University
- a range of council functions
- other businesses.

There are a number of important development opportunities in this area that can contribute towards creating and reinforcing a more distinct identity. These include BSU's further planned investment in their Locksbrook campus which will deliver enterprise and innovation space in a new National Centre for Fashion and Sustainability. This would incorporate the Fashion Museum Archive. There is also the proposed location of the new B&NES recycling site and the opening up of the disused railway bridge over the river to pedestrians and cyclists to provide a new route for NCN4 of the National Cycling Network.

Opportunities to increase tree cover along the river corridor and to provide incidental public spaces should be taken. As should green connectivity from the river towards Locksbrook cemetery.

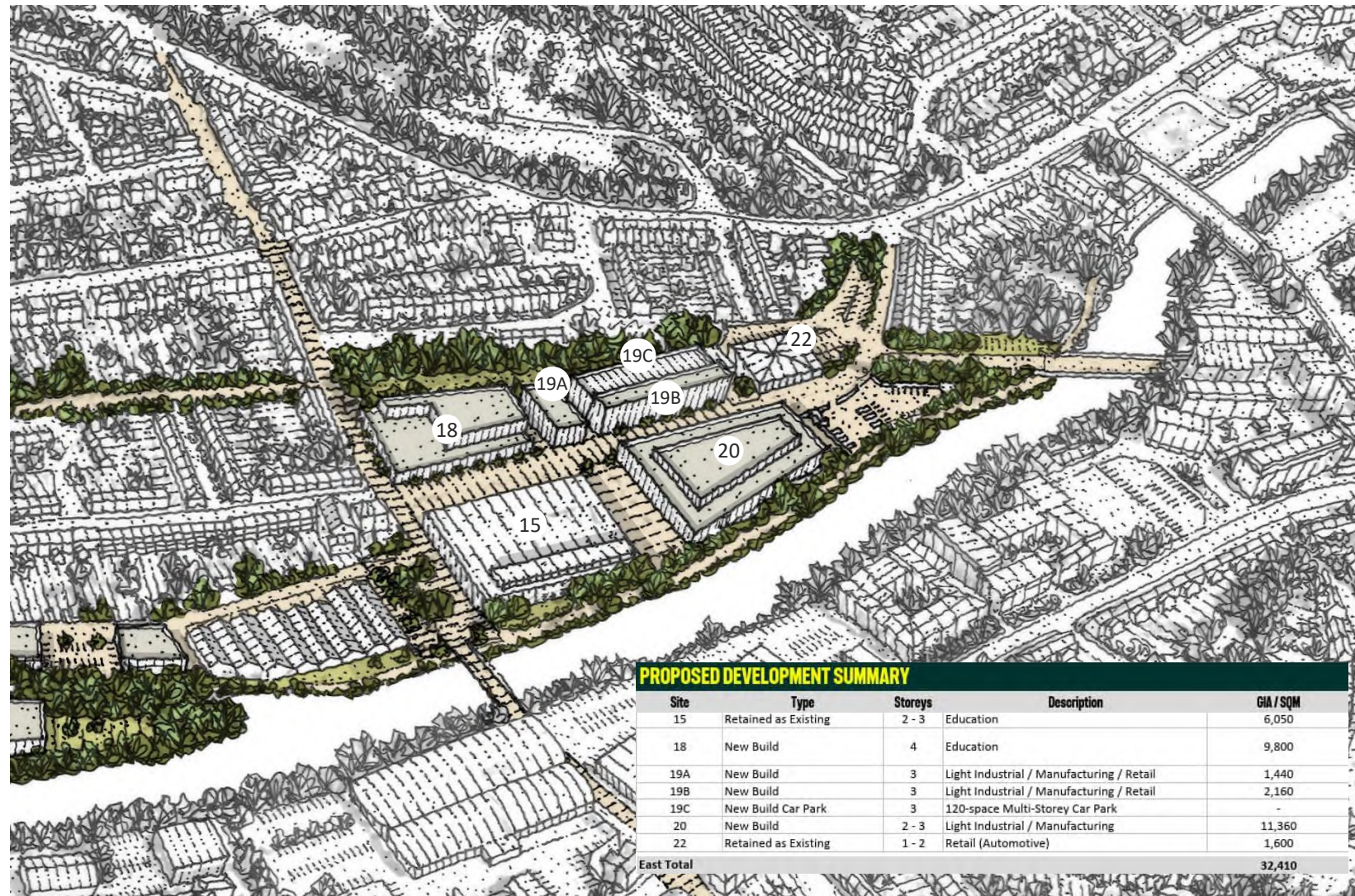


3. IDEAS FOR THE FUTURE

3.7 4 Key Zones: East

Key opportunities for enhancement include:

- create and reinforce a distinct and contemporary identity for this area and celebrate its history of innovative design. The area has a history of architectural innovation and there is considerable scope to provide a range of innovative building forms and typologies that can create and reinforce an enduring image and identity for the area. Buildings should be future proofed and able to flexibly respond to occupier and/or market demands
- retrofitting, remodelling or redeveloping of existing buildings to create additional business spaces and improve environmental performance
- reconfiguration or redevelopment opportunities could increase existing building heights subject to the careful assessment of sensitive context including views through and over the area. Development must respond positively to the public realm, improve the relationship of the built environment to the riverside and the natural environment. This should allow for essential HGV movement while improving pedestrian and cyclist permeability
- establish the new pedestrian and cycle link across the river and open up the use of the former railway line
- incorporation of a new small-scale multi-storey to replace on-street car parking, alleviate congestion and ease necessary vehicular movement. This could be key to improving access for HGVs for key businesses
- to improve appearance, enhance biodiversity and water quality, introduce street planting and greening of streets including sustainable urban drainage (SUDS) and increase trees along the riverside
- improvement of the relationship of key sites and building users with their natural and riverside settings, including for recreation, staff welfare and integration of nature
- consideration of the re-allocation and functional use of sites operated by B&NES in the longer term.



3. IDEAS FOR THE FUTURE

3.7 4 Key Zones: Weston Island

Weston Island

This area is located at the centre of the study area, currently housing the Somerset & Avon Weston Island Depot, owned and operated by First Bus.

At the western end are the Twerton Sluice Gates in the river (a radial and a vertical sluice gate), which are managed and maintained by the Environment Agency.

Weston Island has full vehicular access via a road bridge from the Lower Bristol Road (A36).

Weston Island currently provides employee parking and depot accommodation, bus parking for 100+ buses, maintenance and cleansing facilities.

The site requires intensive investment to enable the electrification and de-carbonisation of the First Bus fleet by the company's target date of 2035, or earlier.

It's recognised that alternative provision may be made by accommodating a strategy for the existing Park & Ride sites at Odd Down and/or Newbridge. Creative delivery of this solution could enable the island to be developed as new public nature park alongside new uses.



3. IDEAS FOR THE FUTURE

3.7 4 Key Zones: Weston Island

Should it be possible to change the nature of the site's usage in future there are a range of opportunities for development and/or enhancement including:

- a change of use for the western end of the site to enable a new use (alongside the bus depot)
- a new mix of uses for the entire site
- provision of 'meanwhile uses' to acknowledge and celebrate the existence of Bath's unique and highly significant 300 year old 'river island'
- space for a new or re-located business uses, and the opportunity for arts-based uses
- space to access the river and enjoy its rich ecological characteristic
- an exemplary low carbon, nature positive, circular economy development alongside and/or part of the new Production Quarter
- implementation of measures that safeguard, restore and enhance the biodiversity value of the site, including the canal, river and river edges and which deliver biodiversity net gain. Including significant tree planting to enhance the existing tree/woodland habitat on site and provide an appropriate buffer. Initiatives to deliver for wildlife must include an otter holt, kingfisher tunnel and Sand Martin bank. Additional opportunities to provide integrated nest boxes; water/ wetland features; public realm nest towers otter cover and bat walls are strongly encouraged.



PROPOSED DEVELOPMENT SUMMARY

Site	Type	Storeys	Description	GIA / SQM
24	New Build	2	Light Industrial / Manufacturing	3,520
25	New Build	3	Light Industrial / Manufacturing	8,080
26	New Build	2 - 3	Light Industrial / Manufacturing	4,720
Weston Island Total				16,320



3. IDEAS FOR THE FUTURE

3.8 Development Summary

Production Quarter Development Total – 113,300 Sqm (Equating to an additional 61,500 Sqm of employment floorspace over the existing)



CONTENTS

Introduction

Executive Summary

1. Design Study Area

- 1.1 Location and extent
- 1.2 History of the area
- 1.3 Land uses
- 1.4 Character and landmarks
- 1.5 Ownerships and tenancies
- 1.6 Movement
- 1.7 Nature
- 1.8 Flooding
- 1.9 Key planning policies
- 1.10 Previous studies

4. Summary of Recommendations

2. 'Key ingredients'

- 2.1 Employment for Bath and B&NES
- 2.2 Key Businesses
- 2.3 Bath Spa University
- 2.4 The River Corridor
- 2.5 Weston Island
- 2.6 Other initiatives and projects
- 2.7 Residents and communities
- 2.8 The role of B&NES Council

3. Ideas for the future

- 3.1 A Vision for a Productive Quarter
- 3.2 Movement
- 3.3 Intensification / development
- 3.4 Reinforcing character
- 3.5 Low Carbon Retrofit
- 3.6 Integrating biodiversity
- 3.7 4 Key zones
 - West
 - Central
 - East
 - Weston Island
- 3.8 Development Summary

4. SUMMARY OF RECOMMENDATIONS

This report includes a range of ideas, opportunities and recommendations, including:

1. develop the concept and identity of a Production Quarter for Bath in line with the B&NES Economic Strategy and proactively sustain the employment role of the river corridor to provide space for businesses of all sizes. Continue to protect existing businesses and employment uses through the drafting and adoption of appropriate Local Plan policy
2. undertake an action plan to take these ideas and aspirations forward. This will require working with existing businesses to support their aspirations to remain and grow in the Production Quarter area
3. develop the conversations with existing businesses, and other key stakeholders, through further dialogue, meetings and initiatives to enable change
4. maintain active dialogue with site owners, including FirstBus, to strengthen the possibility of delivering progressive change on key sites such as Weston Island, including making progress on improving the quality and safety of routes across Weston Island
5. proactively managing existing council-owned assets and consider acquisition of key sites to facilitate future change and further consideration of strategic development
6. celebrate the 300-year anniversary of the Weston cut and River Avon navigation (1727) by working together to establish and progress the Production Quarter initiatives
7. deliver improvements to movement, including the extension of walking and cycle path routes. Explore opportunities to reduce vehicular conflicts and enable improved HGV access to businesses
8. continue to integrate the Bath River Line project initiatives, including enhanced nature, accessibility and well-being as part of a linear landscape for Bath's World Heritage City
9. work with Bath Spa University to maximise the potential for synergy between the Production Quarter and Creative Industries Hub initiatives, including a Creative Workspace Strategy and Action Plan
10. facilitate discussions with utility providers to improve the quality of essential infrastructure, for example, power and broadband.

Bath's Production Quarter

Defining an employment-led vision for Locksbrook, Brassmill and Weston Island

A VISION DOCUMENT TO SUPPORT EMERGING PLANNING POLICY FOR B&NES

Appendix 1 - References and bibliography

Bath & North East
Somerset Council

Improving People's Lives

FeildenCleggBradleyStudios

CONTENTS

Introduction

Executive Summary

1. Design Study Area

- 1.1 Location and extent
- 1.2 History of the area
- 1.3 Land uses
- 1.4 Character and landmarks
- 1.5 Ownerships and tenancies
- 1.6 Movement
- 1.7 Nature
- 1.8 Flooding
- 1.9 Key planning policies
- 1.10 Previous studies

4. Summary of Recommendations

Appendix

- 1. References and bibliography
- 2. Consultation meetings (separate document)
- 3. Summary of plots and areas (separate document)

2. 'Key ingredients'

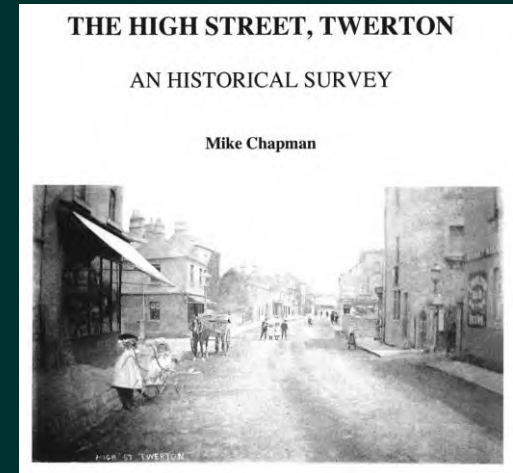
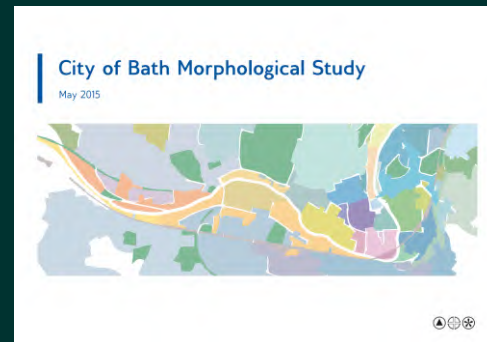
- 2.1 Employment for Bath and B&NES
- 2.2 Key Businesses
- 2.3 Bath Spa University
- 2.4 The River Corridor
- 2.5 Weston Island
- 2.6 Other initiatives and projects
- 2.7 Residents and communities
- 2.8 The role of B&NES Council

3. Ideas for the future

- 3.1 A Vision for a Productive Quarter
- 3.2 Movement
- 3.3 Intensification / development
- 3.4 Reinforcing character
- 3.5 Low Carbon Retrofit
- 3.6 Integrating biodiversity
- 3.7 4 Key zones
 - West
 - Central
 - East
 - Weston Island
- 3.8 Development Summary

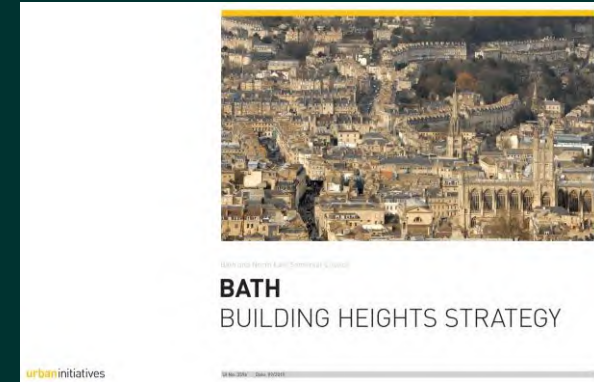
BACKGROUND DOCUMENTS

- [Bath City Riverside EA Masterplan 2012](#)
- [Natural Environment Evidence Base in support of EA Masterplan, Biodiversity by Design 2015](#)
- [Brassmill, Locksbrook and Western Riverside 2015](#)
Draft Character Assessments for Bath Conservation Area, B&NES 2015
- [The High Street, Twerton – An Historical Survey](#), Mike Chapman 2003
- Broad Street Yards Feasibility Study
- Dartmouth Avenue Feasibility Study
- [B&NES Economic Strategy 2024](#)
- B&NES Business & Skills plan 2024
- FWD project plan
- [Local Plan Options document 2024](#)
- [Bath Morphological Study 2015](#)



KEY INPUT DOCUMENTS (1)

- Bath Building Heights Strategy, Urban Initiatives, September 2010:
 - [Part 1 - Executive Summary](#)
 - [Part 2 - The Bath Context](#)
 - [Part 3 - Strategy](#)
 - [Part 4 - Appendices](#)
- Creative Quarter Workshop Write-up (February 2022)
- [Employment Land Review 2024 – employment land allocations needed to 2042](#)
- Locksbrook and Brassmill Site Assessments (February 2024)
- Market Demand Assessment for Artists Workspace (2024)
- [Rotork Planning Application 2017](#)
- [Bath Riverline - Emerging Vision](#) and [References](#)



KEY EXTERNAL STAKEHOLDERS (1)

- [Ian Pain](#) CEO, Horstman Group
- [Mark Allemby](#) Deputy MD, Horstman Defence Systems

- [Andy Salmon](#) Executive Dean Bath Spa University
- [Tamara Parsons-Baker](#) National Centre for Fashion and Sustainability

- [Metin Gerceker](#) MD, Rotork
- [Mike Summerill](#) Facilities Manager, Rotork

- [Peter Marchbank](#) MD, Rotary Precision Instruments / Chair of the West of England Aerospace Forum

- [Cllr Paul Roper](#) B&NES Cabinet Member for Economic Development / Landowner / Roper Rhodes

KEY INPUT DOCUMENTS (2)

- NCFS Vision Document (Bath Spa)
- Bath Spa University Creative Quarter Vision Document
- Bath Art Depot ([website](#))
- [Bath Art Depot Project Proposal 2021](#)

Bath's Production Quarter

Defining an employment-led vision for Locksbrook, Brassmill and Weston Island

A VISION DOCUMENT TO SUPPORT EMERGING PLANNING POLICY FOR B&NES

Appendix 3 - Summary of plots and areas (separate document)

Bath & North East
Somerset Council

Improving People's Lives

FeildenCleggBradleyStudios

CONTENTS

Introduction

Executive Summary

1. Design Study Area

- 1.1 Location and extent
- 1.2 History of the area
- 1.3 Land uses
- 1.4 Character and landmarks
- 1.5 Ownerships and tenancies
- 1.6 Movement
- 1.7 Nature
- 1.8 Flooding
- 1.9 Key planning policies
- 1.10 Previous studies

4. Summary of Recommendations

Appendix

- 1. References and bibliography
- 2. Consultation meetings (separate document)
- 3. Summary of plots and areas (separate document)

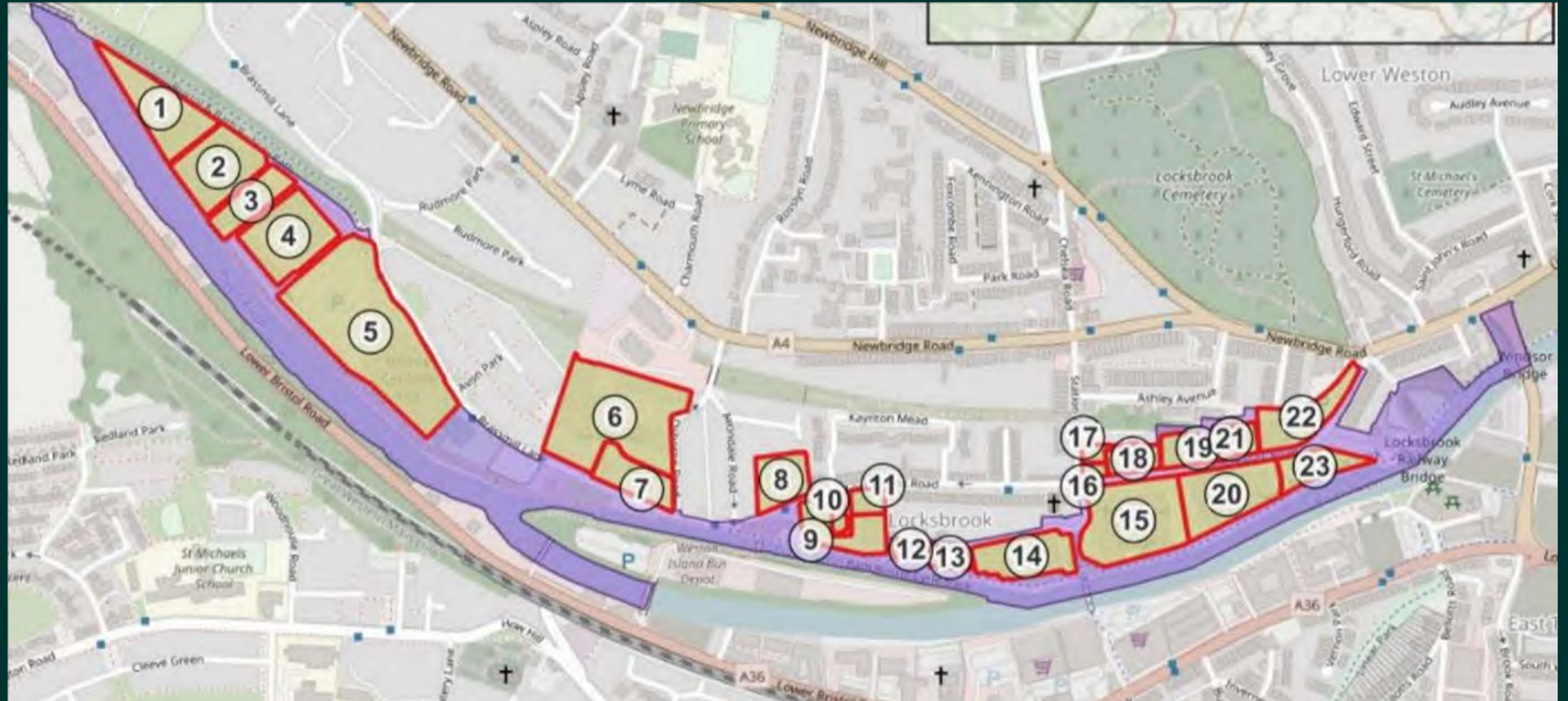
2. 'Key ingredients'

- 2.1 Employment for Bath and B&NES
- 2.2 Key Businesses
- 2.3 Bath Spa University
- 2.4 The River Corridor
- 2.5 Weston Island
- 2.6 Other initiatives and projects
- 2.7 Residents and communities
- 2.8 The role of B&NES Council

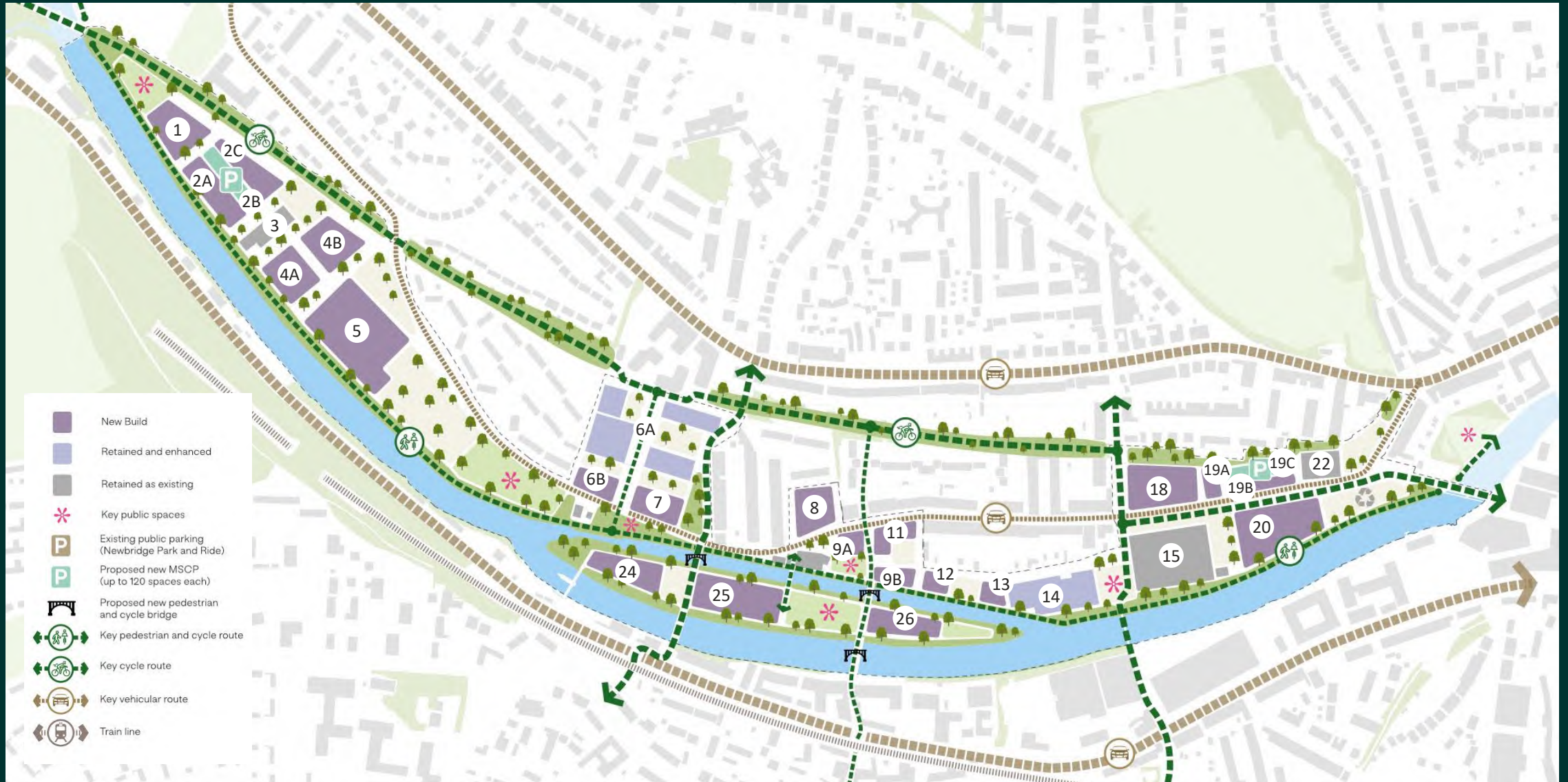
3. Ideas for the future

- 3.1 A Vision for a Production Quarter
- 3.2 Movement
- 3.3 Intensification / development
- 3.4 Reinforcing character
- 3.5 Low Carbon Retrofit
- 3.6 Integrating biodiversity
- 3.7 4 Key zones
 - West
 - Central
 - East
 - Weston Island
- 3.8 Development Summary

SUMMARY OF PLOTS - EXISTING



SUMMARY OF PLOTS - PROPOSED



SUMMARY OF PLOTS AND AREAS - EXISTING & PROPOSED

EXISTING DEVELOPMENT SUMMARY

LSH Site	Site name / address	Area / SQM	Landowner	Tenant
1	Rotork, 9 Brassmill Lane Trading Estate	2,078	Rotork PLC.	Rotork PLC
2	Units 1-8 Brassmill Land Trading Estate	2,966	Brassmill Property Company Limited	Rotork PLC, Trade Up Ltd, 8 Holland Street
3	Roper Rhodes	1,905	Roper Rhodes	Roper Rhodes
4	Units 1-27 Brassmill Enterprise Centre	4,856	Brassmill Enterprise Centre (Management) Limited	Ethos Environmental Planning, All Things Liquorice, Emerson Living Ltd, Bistro Chef, Bath Painters and Decorators Ltd, La Bottega Ltd, The Geological Society, Vineyard Church, Cahoots Events Ltd, Bertinet Bakery, Izeo Construction Ltd, Stage 2 Studios, Bathwick Electrical Design Ltd, Bath Property Maintenance Ltd, Mizu Ltd, Jane Austen Gift Shop, RaceCraft RC, Cannon-Clarke Ltd, Westex Heating Ltd, Zephyr Water Treatment Services Ltd, Vass of Bath Ltd, TPM South West Ltd, The Movement Gym Bath, Sonic State Ltd
5	Rotork House	7,760	B&NES	Rotork PLC
West Total		19,565		
6	Units 1-15 Maltings Ind Estate	5,645	CHB	Toolstation Ltd, Topps Tiles, Edmundson Electrical, Euro Car Parks, Horstman Defence Systems, Hurley Engine Services Ltd, Rotary Precision Instruments UK Ltd, Electric Bear Brewing Company Ltd, J.P. McDougall & Co Ltd, 1st Office Equipment Ltd, City Plumbing Supplies Holdings Ltd,
7	7 The Printing Works and All Cars	938	Woosh Properties Limited & Chaleview Properties Limited	Avon Tools Hire, Europcar, All Cars
8	100 Locksbrook Road	2,426	Love Honey	Love Honey
9 & 10	Units 1-6 Locksbrook Court	2,713	Brymain Investments Ltd & Charlcombe Ltd	Ralph Allen Press, SIG Roofing, Lovehoney, Bath Drain and Jetting Services, Newmans Joinery
11	85-87 Locksbrook Road	319	Kenneth Copeland Ministries	Kenneth Copeland Ministries
12	Units 1&2 Ashmans Yard	670	B&NES	BBS Plumbing and Heating, TBKS Architectural
13	Units 3-4 Ashmans Yard	418	Halfords Autocentres Ltd	Halfords and Cross Manufacturing
14	Units 1-8 Locksbrook Road Trading Estate	3,378	Charlcombe Ltd	Rexel UK, Howdens, Kew Electrical, Freestyle Designs, Plumbase, City Electrical Factors
Central Total		16,507		
15	Factory 2 Locksbrook Road	6,050		Bath Spa University
16, 17 & 18	151 Locksbrook, Station Road Veterinary Surgery, Plumb Centre, Locksbrook Road	1,548	Bath Spa University	MD flashlights, Station Road Veterinary Surgery, Bath Spa University
19	BANES Transport Depot Locksbrook Road		Hinton Garage (Bath) Limited	BANES Council
19 & 21	BANES Transport Depot Locksbrook Road & Perion House Locksbrook Road	1,837	Hinton Garage (Bath) Limited & B&NES	BANES Council, Wolseley
20	Horstman Defence Locksbrook Road	4,612	Horstman Defence Systems Ltd	Horstman Defence Systems
22	Volkswagen, Locksbrook Road	1,597	MC 478 LIMITED	Volkswagen Motor Services Ltd
East Total		15,644		
N/A	First Bus, Weston Island	0	First Bus	First Bus
		0		
Totals		51,716		

PROPOSED DEVELOPMENT SUMMARY

Site	Type	Storeys	Description	GIA / SQM
1	New Build	3	Light Industrial / Manufacturing	6,000
2A	New Build	3	Light Industrial / Manufacturing	5,520
2B	New Build Car Park	3	120-space Multi-Storey Car Park	-
2C	New Build	3	Light Industrial / Manufacturing	4,320
3	Retained as Existing	2	Light industrial / Office	1,905
4A	New Build	3	Light Industrial / Manufacturing	4,720
4B	New Build	3	Light Industrial / Manufacturing	4,320
5	New Build	3	Light Industrial / Manufacturing / Office	12,000
West Total				38,785
6A	Retained and Enhanced	1 - 2	Light Industrial / Manufacturing / Retail	5,645
6B	New Build	2	Light Industrial / Manufacturing / Retail	1,760
7	New Build	2	Light Industrial / Manufacturing / Retail	3,200
8	New Build	2	Light Industrial / Manufacturing / Office	3,520
9A	New Build	3	Light Industrial / Manufacturing	1,920
9B	New Build	3	Café / Retail / Office	1,680
11	New Build	2 - 3	Light Industrial / Manufacturing / Office	2,000
12	New Build	3	Light Industrial / Manufacturing / Retail	1,440
13	New Build	3	Light Industrial / Manufacturing / Retail	1,200
14	Retained and Enhanced	1 - 2	Light Industrial / Manufacturing	3,378
Central Total				25,743
15	Retained as Existing	2 - 3	Education	6,050
18	New Build	4	Education	9,800
19A	New Build	3	Light Industrial / Manufacturing / Retail	1,440
19B	New Build	3	Light Industrial / Manufacturing / Retail	2,160
19C	New Build Car Park	3	120-space Multi-Storey Car Park	-
20	New Build	2 - 3	Light Industrial / Manufacturing	11,360
22	Retained as Existing	1 - 2	Retail (Automotive)	1,600
East Total				32,410
24	New Build	2	Light Industrial / Manufacturing	3,520
25	New Build	3	Light Industrial / Manufacturing	8,080
26	New Build	2 - 3	Light Industrial / Manufacturing	4,720
Weston Island Total				16,320
Totals				113,258

This is a theoretical exercise providing initial estimates of potential capacity of sites throughout the Production Quarter. Landowners or businesses within the area have not been consulted specifically on this capacity assessment and much more analysis will be required. The GIA (gross internal areas) have been calculated by measuring the approximate GEA (gross external areas) achievable within the site and a notational 20% reduction assumed.

**Bath & North East
Somerset Council**

Improving People's Lives

FeildenCleggBradley**Studios**