

Local Plan Options Document 2025

Chapter 8 - Rural Areas

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Formatting Note:

The text within this document is based on the 2024 Options Document. New text and sections are added **shaded in blue**

8. Rural Areas: Vision, Strategy and Options

Strategy Overview and Key Issues

- 8.1 Home to over 37,000 residents, rural B&NES is a diverse group of towns, villages, and hamlets with distinct characteristics and landscapes which accounts for over 90% of the district's land area. Each settlement has their own strengths and challenges. Traditionally the rural economy has been based on farming, self-employment and small businesses, which without the right support limits growth potential. Poor public transport and digital connectivity also act as barriers to business and home working, contributing to social isolation and unequal access to essential goods and services. 78% of rural residents commute to work by car, and alongside high transport related emissions, highlights the need for more local employment and sustainable travel options for our rural communities.
- 8.2 In 2022, house prices in B&NES were more than 10 times annual median average earnings, creating challenges across the district. The lack of affordable housing in our rural communities threatens the vitality of local businesses and the social sustainability of our towns and villages.

Place Profile

8.3 Set amongst high quality natural environments, the villages and hamlets of the rural areas of the district provide an attractive and often peaceful environment in which to live and work. The economy of the rural areas is grounded in agriculture, which now works alongside other small rural businesses. The high-quality landscape, of varying characters, contributes to the quality of life of the district's residents, as well as attracting visitors and as a place for leisure and relaxation.

8.4 Large parts of the rural areas are designated as Green Belt, and much are within the Cotswolds or Mendip Hills National Landscapes. The rural areas complement the more urban parts of the district, and many rural residents look to these urban areas for a wider range of facilities and employment.

8.5 The current approach to rural development, as delineated in the Placemaking Plan and Core Strategy, categorises our villages as follows:

- **RA1 Villages:** Non-Green Belt villages boasting primary schools and, crucially, at least two of the following essential amenities within the village - a post office, community meeting space, and convenience store. Furthermore, they benefit from at least a daily Monday-Saturday public transport service to major centres. Policy RA1 required allocation of sites to deliver around 50 dwellings in each village.
- **RA2 Villages:** Non-Green Belt villages that fall outside the RA1 scope, characterised by site allocations to deliver around 10-15 dwellings in each village.
- **GB2 Villages:** Villages washed over by the Green Belt, where development is restricted to infill only.

Key Issues

8.6 It is becoming increasingly evident that the current strategy is leading to the relative dispersal of development across a wide range of settlements. This is an unintended consequence of the approach outlined above and has led to a number of issues this local plan needs to address.

8.7 Many of these issues have been picked up from feedback received to the both the 2024 Options and Launch Consultation as well as Workshops with parish councils and other community representatives. These key issues can be summarised as:

- Lack of affordable housing to meet local needs that may impact on the social sustainability of the rural areas and exacerbate difficulties for an ageing population.
- For much of the rural area poor access to public transport affects the functionality of the rural economy and leads to isolation for those without access to private transport.
- Access to cultural infrastructure, including community and social facilities, services and shops.
- Importance of maintaining and enhancing the character and local identity of our rural areas and communities.
- Reliance of the rural economy on farming, the self-employed and small businesses that require support to flourish.
- Potential opportunities to diversify the rural economy e.g. centred around local food production, sustainable rural and eco-tourism, renewable energy, or the natural resources sector.
- Poor digital connectivity continues to be a barrier to business growth, home working, and access to services, and must be addressed to support economic and social inclusion.
- The ageing population in rural areas presents specific challenges for housing, healthcare, and service provision, requiring more adaptable and accessible infrastructure.
- Climate change resilience and adaptation must be embedded in rural planning, including flood risk management, sustainable land use, and energy efficiency.
- Protection and restoration of natural capital and ecosystem services is essential to support biodiversity, climate goals, and the long-term sustainability of rural communities.
- Rural areas are not a single place – they encompass varied geographies and identities, and strategies must be flexible and locally responsive.

Emerging Vision and Priorities

8.8 The following list sets out the key priorities for the Rural Area. Many of the priorities can be addressed through development, either local plan-led or by communities through Neighbourhood Plans. However, there are some issues that won't be addressed through new development but will be addressed through other policies in the local plan, or by strategies or initiatives undertaken by the council or by other stakeholders.

- **Create vibrant, inclusive rural communities** where people of all ages can live, work, and thrive, supported by affordable homes, accessible services, and strong social infrastructure.
- **Champion a green rural economy** that supports local enterprise, sustainable tourism, and innovation in food, energy, and land-based industries.
- **Transform rural connectivity** by delivering a network of safe, accessible walking, cycling, and wheeling routes, and by improving public transport and digital infrastructure.
- **Empower communities to shape their future**, supporting locally-led development through Neighbourhood Plans, community land trusts, and rural exception sites.
- **Plan for climate resilience and environmental recovery**, embedding nature-based solutions, low-carbon design, and flood adaptation into all aspects of rural growth.
- **Unlock the potential of strategic rural development**, where appropriate, to deliver wider benefits such as employment land, new services, and infrastructure that sustain long-term community wellbeing.
- **Celebrate and protect the unique character of rural places**, ensuring that growth enhances rather than erodes the landscapes, heritage, and identities that define them.
- **Respond to national challenges with local solutions**, using the local plan as a springboard for bold, place-based planning that meets housing need while respecting local distinctiveness.

8.9 The Government's Unleashing Rural Opportunity report sets out a framework to support rural communities across the UK. Since its publication, progress has been made in areas such as digital connectivity, transport, and rural economic diversification. However, access to funding for rural areas remains limited and uneven. In B&NES, the UK Shared Prosperity Fund (UKSPF), administered through the West of England Mayoral Combined Authority (WECA), has provided support to rural communities. Five rural parishes have successfully delivered energy efficiency and biodiversity projects, demonstrating the effectiveness of a decentralised delivery model. These include:

- Farmborough Village Sport & Social – installation of an air-to-air source heat pump and hot water system in a refurbished building to reduce energy consumption.
- East Harptree and Bishop Sutton – installation of solar panels on community buildings.
- Compton Martin – insulation added to the vaulted roof of the village hall.
- Chelwood Parish Council – roof repairs and insulation of the village hall.
- Chew Magna Old Schoolroom Charity – retrofitting a room to improve resilience to flooding events.

8.10 These projects highlight the potential for community-led, place-based investment in rural areas. However, the scale of funding available remains limited, and further support is needed to ensure that rural communities across B&NES can fully participate in the transition to a greener, more resilient economy.

8.11 The council's Economic Strategy is also seeking to support the diversification of the rural economy and realising opportunities to facilitate moves towards a greener economy, including growth in environmental services and natural resources sectors, as well as sustainable rural and eco-tourism. Improvements in digital infrastructure and changing work practices also creates opportunities to diversify and enhance the rural economy. A stronger rural economy, providing opportunities for local residents to access good jobs, is a vital component of more sustainable rural communities, alongside efforts to retain and improve local services and facilities.

Transport Opportunities

8.12 Improving connectivity is also a key priority for rural communities. The [Active Travel Masterplan](#) sets out a 20-year vision to make walking, wheeling, and cycling the natural choice for more journeys across the district. It proposes a holistic network of safe, accessible, and interconnected routes that link rural settlements to key services, employment, and public transport hubs. By reducing reliance on private vehicles, the Masterplan supports climate goals, improves air quality, and enhances health and wellbeing. For rural areas, it offers the opportunity to address isolation, improve access to services, and strengthen local economies through better physical connectivity.

8.13 Enhancing public transport is also a key priority for rural communities in B&NES. The council's approach focuses on a simple, dependable and integrated rural bus network that links villages to key services, employment and town centres via well located mobility hubs, supported by bus priority on strategic corridors such as the A37, A367 and A362. WECA's forthcoming work on bus ownership options will help to inform how rural services are specified and delivered. [Some key rural public transport services, particularly buses, are currently WECA grant funded and it is vital that this funding remains in place in order to support existing rural communities, as well as potential additional development. However, the future of this funding is uncertain and subject to periodic review, which should be taken into account when considering options for allocation in the Draft Local Plan.](#)

Green Infrastructure

8.14 Green infrastructure is a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, and communities. Opportunities to enhance and extend the Green Infrastructure network should be central to the design of new developments, and development proposals should demonstrate strong links to the wider green infrastructure network.

8.15 The WECA Local Nature Recovery Strategy and Toolkit (LNRS) was published in November 2024. The LNRS identifies the following areas:

- Areas that are already of importance to biodiversity. These are sites that are nationally designated for their value to nature, such as Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). It also includes sites that are designated as Local Nature Reserves; sites that are locally designated as Sites of Nature Conservation Interest (SNCIs), and/or are irreplaceable habitat including ancient woodland.
- Focus Areas for Nature Recovery. This is where action to recover nature will have the biggest impact and is most feasible. These have been mapped to reflect the priorities for nature recovery, and include all of the mapped measures for nature recovery. The focus areas for nature recovery are referred to as 'areas that could become of particular importance' in regulation.

8.16 Figure 67 below shows where these areas are located in the Rural Area, and the relationship between these areas and the Site Options under consideration in this Options consultation. Constraints and opportunities are referenced for each Site Option where appropriate.

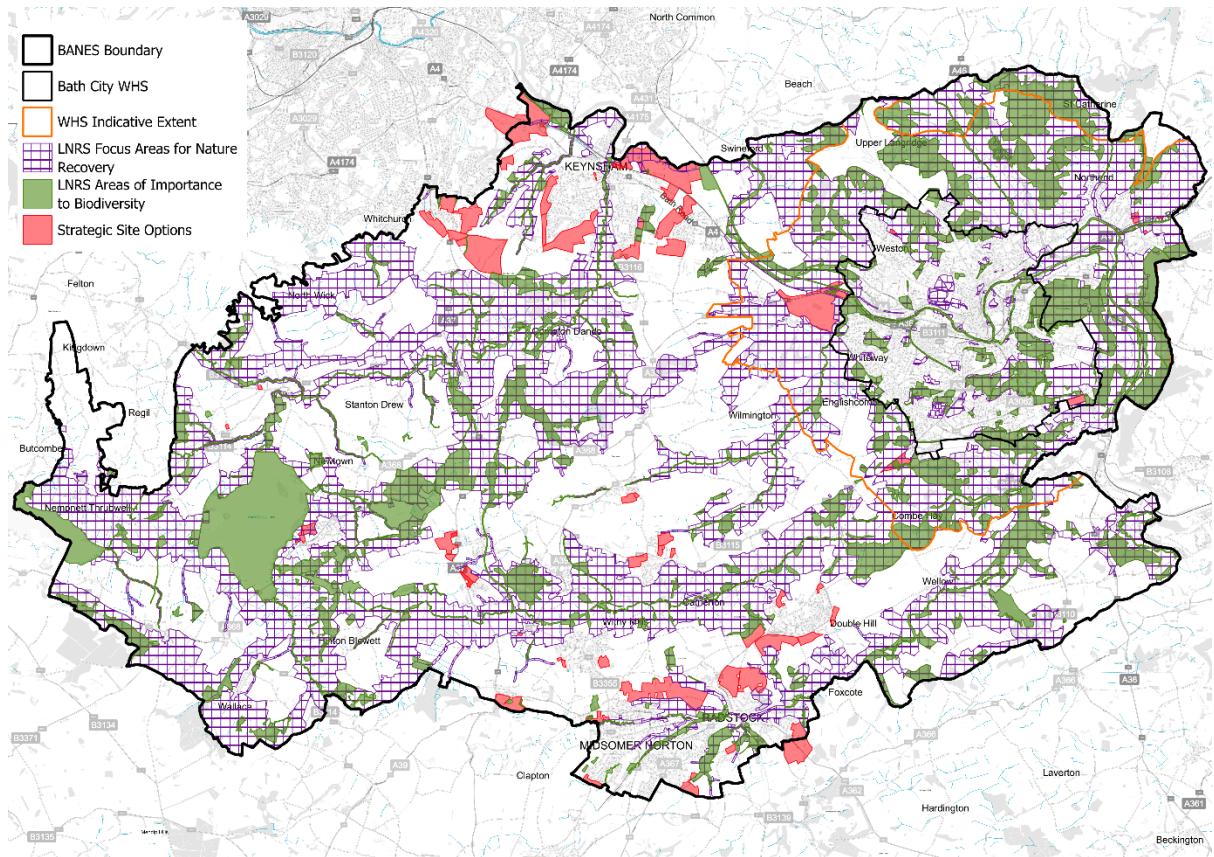


Figure 67: WECA LNRS areas and rural site options

Proportionate Growth:

8.17 Central to the vision and priorities for the rural areas is the need for proportionality to growth, ensuring that development aligns with the unique characteristics and needs of individual communities. Without a deliberate focus on proportionality, development can risk overburdening smaller villages or inadequately serving larger ones. However, as a result of changes to national policy and the Government's proposed revised housing figure, aimed at tackling the country's acute housing crisis and stimulating economic growth, the council reset the local plan in February 2025. This reset discussed the increased housing pressures across the district, including in rural areas. While proportionality remains a guiding principle, there is now a need to consider whether some comparatively sustainable rural locations may be suitable for larger-scale development.

8.18 These challenges underline the necessity for a more adaptable and nuanced approach to rural development, which not only empowers local communities but also ensures that development is commensurate with the distinct needs and characteristics of our rural villages and settlements. It is with these considerations in mind that the Rural Strategy introduces the two complementary pathways to address these issues while fostering sustainable growth and development. Larger developments, where appropriate, can help unlock wider benefits such as employment land, improved services and facilities, and enhanced infrastructure—benefits that smaller-scale growth may not be able to deliver.

Pathway 1: Community-Led Growth

8.19 Under this pathway, local communities take the lead in shaping and advancing their growth initiatives. Emphasising community involvement, this approach offers a flexible framework, enabling residents to propose growth projects that align with their local aspirations. Using a range of tools, including rural exception schemes, community land trusts, and Neighbourhood Planning, empowering communities to initiate growth projects.

Pathway 2: Local Plan-Led Growth

8.20 As communities contemplate the pursuit of their growth proposals, it is essential to maintain efforts in preparing the new local plan to ensure the certainty of delivering new developments, especially housing and employment opportunities.

8.21 Taking these steps is vital to:

- Positively plan and reduce the possibility of speculative developments.
- Facilitate the development of new affordable, market, and specialised housing to meet the needs of rural communities.
- Support existing services and facilities.
- Enable investment in new infrastructure, including employment space, schools, and transport improvements, where larger-scale development is appropriate.

8.22 In opting for a local plan-led/site allocation approach to rural growth and development, there are several inherent benefits that prioritise the holistic well-being of our villages. Unlike speculative large site development, which can introduce unforeseen challenges for essential functions like schools, transport, and community facilities, a local plan provides a structured and comprehensive framework.

8.23 Pathway 2 focuses on a local plan-led approach that provides a clear direction for growth and change, adhering to the NPPF's principles of sustainable development. This approach is essential in helping to meet our overall housing, job, and infrastructure requirements and provides certainty for both communities and developers. The principle of "proportionality" is central to this approach, ensuring that growth aligns with the unique needs and character of each community. However, proportionality must now be considered in the context of increased housing requirements and the need to deliver development that brings meaningful benefits to rural communities.

8.24 Pathway 2 focuses on guiding new development in rural areas by identifying relatively sustainable villages. Instead of adhering to the rigid distinctions of RA1 and RA2 villages, a more flexible and proportionate approach will be taken.

8.25 As part of the local plan process, we are also separately consulting on amended Housing Development Boundaries (HDBs) for rural settlements. This includes an option for a revised methodology for defining HDBs, primarily to ensure they reflect changes on the ground and address known inconsistencies. While the main purpose is to provide clarity and alignment with current circumstances, the amended boundaries may also enable a limited amount of small scale 'windfall' growth in appropriate locations. This consultation runs alongside the site options process and complements the identification of relatively sustainable villages, helping to ensure that all forms of rural growth, whether plan-led or windfall, are managed in a coordinated and locally responsive way.

8.26 The strategy for rural growth is based on an assessment of a village's sustainability, considering factors such as connectivity through sustainable modes of transportation (public transport, walking, cycling and wheeling) and the availability of essential services and facilities.

8.27 In conjunction with this approach, place profiles have been prepared for our villages and parishes. These profiles incorporate an analysis of past growth since the start of the Core Strategy plan period, demographics, connectivity, facilities audit, and other key issues. The outputs of this work are outlined in a Topic Paper (published alongside the Options document) and the associated identification of relatively sustainable villages for consideration are set out in the Options document.

8.28 The villages identified as relatively sustainable compared to others are proposed to become the focus of attention for some local plan led rural growth. Our commitment is to engage with the community and parish council in these villages to explore the potential for growth, its location and the associated benefits that such development could bring e.g. meeting local housing needs or providing employment opportunities, helping to keep villages viable and sustainable. We have met with parishes that have engaged with us, and as a result, we have identified site options within these areas to set out our thinking on the most appropriate locations and scales of potential growth. If taken forward this development would be on large sites that would then be allocated for development in the Draft Local Plan and would be additional to any small windfall sites (often sites for one or two dwellings) that might come forward within the

Housing Development Boundary for each village during the plan period. In preparing the draft Local Plan we will also need to consider whether there are opportunities to phase development in the villages in the context of the need to maintain a five-year housing land supply across B&NES. Opportunities outlined in the Housing and Economic Land Availability Assessment (HELAA) were considered as a starting point for potential locations. In addition, the February 2025 Call for Sites has provided further opportunities to assess land availability and suitability across the district.

8.29 As part of this process, parish councils were offered training on site assessment, and many have reviewed HELAA opportunities within their areas. Through this collaborative approach, at some villages previously identified for proportionate growth no site options are identified at this time due to either a lack of development opportunities or the high levels of harm that could result from local plan scale growth. We continue to work with these parishes and encourage them to pursue Pathway 1 (Community-Led Growth) as an alternative route to meet local needs. We will continue to work closely with community representatives as the plan progresses to ensure that any development aligns with their aspirations while preserving the distinct character and vitality of each rural area.

8.30 Should other villages wish to be considered for further growth then there is the opportunity for them to respond through this consultation. Comments received during the Spring 2024 Options consultation, as well as those from this consultation and ongoing engagement with rural communities and stakeholders, will all be considered together in shaping the Draft Local Plan. There is no need to resubmit previous comments unless you wish to add new information or context.

Village Options

8.31 A summary of the village approach options is set out in Table below, these are then be presented as site options in the next section. Each village with an identified site option has been evaluated using the Department for Transport's Connectivity Tool, which integrates transport and land use data to produce a national measure of connectivity for any location in England and Wales. This tool assigns each location a grade from A to J, where A indicates the highest level of connectivity within Bath and North East Somerset, and J the lowest. The assessment is based on the current sustainable transport network and existing land uses such as schools and shops, and does not take into account planned or future improvements. The grading from A to F is not an overall ranking of site options and in deciding which sites are allocated in the Draft Local Plan other sustainability criteria and deliverability factors will also be considered.

Village	5% Growth	Opportunities	Constraints	Options
Bathampton	40 dwellings over the Plan Period	High connectivity score Broad range of services & facilities Some primary school capacity identified	The village is surrounded by the Green Belt and lies within a National Landscape. Allocation of greenfield sites would require exceptional circumstances to justify Green Belt release. However, land that may qualify as grey belt under the revised NPPF could be considered for development, subject to further assessment. Within indicative extent of the setting of the World Heritage Sites	No options presented – Due to the constraints identified, no site options are proposed. However, opportunities for community-led growth (Pathway 1), including affordable housing through rural exception sites, could be explored.
Batheaston	63 dwellings over the Plan Period	High connectivity score Broad range of services & facilities	The village is surrounded by the Green Belt and lies within a National Landscape. Allocation of greenfield sites would require exceptional circumstances to justify Green Belt release. However, land that may qualify as grey belt under the revised NPPF could be considered for development, subject to further assessment. Within indicative extent of the setting of the World Heritage Sites Limited primary school capacity	No options presented – While no suitable sites have been identified within Batheaston itself due to significant constraints, adjoining land within Bathford parish—functionally part of the wider Batheaston settlement—may offer opportunities for mixed-use or economic development. These will be considered under Bathford's growth strategy.

Village	5% Growth	Opportunities	Constraints	Options
Bathford	40 dwellings over the Plan Period	High connectivity score Moderate range of services & facilities Some primary school capacity identified	The village is surrounded by the Green Belt and lies within a National Landscape. Allocation of greenfield sites would require exceptional circumstances to justify Green Belt release. However, land that may qualify as grey belt under the revised NPPF could be considered for development, subject to further assessment. Within indicative extent of the setting of the World Heritage Site	Options presented – Opportunities for development have been identified on the edge of the village, including land along Box Road that may be suitable for mixed-use or economic development. Smaller sites within Bathford are also being considered. Some of this land adjoins Batheaston and may contribute to meeting wider settlement needs.
Bishop Sutton	33 dwellings over the Plan Period	Moderate range of services & facilities Some primary school capacity identified	Low connectivity score Village surrounded by the Mendip Hills National Landscape	Options presented – Working with the Parish and a local landowner, new land has been promoted to the west of the village, including an extension to Westway Business Park and new housing. If a longer-term view is taken, this could unlock access to constrained HELAA sites around Cappards Road and Stitching Shord Lane. A larger, potentially phased option is therefore being presented through this consultation, while noting constraints in terms of the Mendip Hills National Landscape, transport connectivity and agricultural land.

Village	5% Growth	Opportunities	Constraints	Options
Chew Magna	28 dwellings over the Plan Period	Broad range of services & facilities	Low connectivity score The village is washed over by the Green Belt. Development is generally limited to infill and redevelopment of previously developed land. Under the revised NPPF, land that meets the definition of grey belt may offer limited opportunities for development, subject to assessment. Limited primary school capacity	Options presented – A site to the west of the village, comprising abandoned tennis courts off Dark Lane and located between the two infill boundaries, is being considered for development. The site may offer a suitable opportunity for proportionate growth, subject to further assessment of its landscape impact and planning context.
Chew Stoke	21 dwellings over the Plan Period	Moderate range of services & facilities	Low connectivity score The village is washed over by the Green Belt. Development is generally limited to infill and redevelopment of previously developed land. Under the revised NPPF, land that meets the definition of grey belt may offer limited opportunities for development, subject to assessment. Limited primary school capacity	Options presented – A site to the north of the village is being considered for development. Although the land is classified as Grade 1 agricultural, it is viewed as a more sustainable location due to its proximity to the primary/secondary school, doctor's surgery, and bus stops. Further assessment of the agricultural land quality will be required, but the potential loss is expected to be minimal.

Village	5% Growth	Opportunities	Constraints	Options
Clutton	35 dwellings over the Plan Period	Moderate connectivity score Some primary school capacity identified	Limited range of services & facilities The northern edge of the village is in the Green Belt	Options presented – Land to the west of the A37 is being considered for development, reflecting Clutton's strategic location along this corridor and the direction of growth supported by the Neighbourhood Plan. Initial growth would be proportionate to the size of the village, with potential for further phases. This could support delivery of the permitted farm shop and wider development opportunities.
Corston	11 dwellings over the Plan Period	Moderate connectivity score	Limited range of services & facilities Within indicative extent of the setting of the World Heritage Sites No primary school The village is washed over by the Green Belt. Development is generally limited to infill and redevelopment of previously developed land. Under the revised NPPF, land that meets the definition of grey belt may offer limited opportunities for development, subject to assessment.	No options presented – Due to the constraints identified and the absence of a primary school, no site options are proposed. However, community-led opportunities (Pathway 1), including specialist or affordable housing, could be explored to meet local needs.

Village	5% Growth	Opportunities	Constraints	Options
Farmborough	28 dwellings over the Plan Period	Moderate connectivity score Moderate range of services & facilities Some primary school capacity identified	The village is inset from the Green Belt. Allocation of greenfield sites would typically require exceptional circumstances to justify Green Belt release. However, under the revised NPPF, land that meets the definition of grey belt could be considered as a first priority for release for development, subject to further assessment.	Options presented – Sites to the south of the village, accessed from Timsbury Road, are being considered for proportionate growth. A further phase of development may also be appropriate, subject to assessment, to support wider community needs and infrastructure.
Freshford	15 dwellings over the Plan Period	High connectivity score Moderate range of services & facilities	Limited primary school capacity The village is washed over by the Green Belt. Development is generally limited to infill and redevelopment of previously developed land. Under the revised NPPF, land that meets the definition of grey belt may offer limited opportunities for development, subject to assessment. Village within the Cotswolds National Landscape	No options presented – Due to the constraints identified, including limited primary school capacity and location within the Cotswolds National Landscape, no site options are proposed. However, community-led opportunities (Pathway 1), including affordable or specialist housing, could be explored to support local needs.

Village	5% Growth	Opportunities	Constraints	Options
High Littleton and Hallatrow	45 dwellings over the Plan Period	Moderate connectivity score Moderate range of services & facilities	The North West, North and North East edges of High Littleton village are surrounded by the Green Belt. Limited primary school capacity	Options presented – Due to the high landscape sensitivity around High Littleton, only limited options have been identified. However, there is potential for smaller-scale growth in Hallatrow, which may offer a more appropriate location for proportionate development, subject to further assessment.
Pensford	25 dwellings over the Plan Period	Moderate range of services & facilities	Low connectivity score The village is washed over by the Green Belt. Development is generally limited to infill and redevelopment of previously developed land. Under the revised NPPF, land that meets the definition of grey belt may offer limited opportunities for release for development, subject to assessment. Limited primary school capacity	No options presented – Due to the constraints identified, no site options are proposed. However, opportunities for community-led growth (Pathway 1), including affordable housing through rural exception sites, could be explored.
Temple Cloud	30 dwellings over the Plan Period	Moderate connectivity score Broad range of services & facilities Some primary school capacity identified	Air Quality Management Area	Options presented – As a key location on the A37, the council considers growth beyond 5% could be appropriate. However, any development must carefully address constraints.

Village	5% Growth	Opportunities	Constraints	Options
Timsbury	59 dwellings over the Plan Period	Moderate connectivity score Broad range of services & facilities Some primary school capacity identified	The northern edge of the village is in the Green Belt	Options presented – In addition to the existing Placemaking Plan allocation to the east of the village, new sites to the west and centre of Timsbury have been promoted. It is considered appropriate to test development in all three locations to assess the potential for a comprehensive growth strategy in the village.

Table 4: Summary of village options

Bathford and Batheaston

Context

8.32 Bathford and Batheaston are closely linked villages located to the east of Bath, forming part of the wider Bath urban fringe. Both villages benefit from high connectivity, including proximity to the A4 and public transport links into Bath, and a broad range of local services and facilities. The area is characterised by its attractive landscape setting, with the River Avon to the south and surrounding hills forming part of the Cotswolds National Landscape. The villages also lie within the indicative setting of the Bath World Heritage Sites, which adds further sensitivity to development proposals.

8.33 Batheaston, while constrained by Green Belt and landscape designations, functions as a key service centre for the area. Bathford, slightly more detached, has a moderate range of services and some primary school capacity. Together, the settlements present a complex planning context where growth must be carefully balanced against environmental and heritage constraints.

Site Option

8.34 Two areas on Box Road, within Bathford parish but on the edge of Batheaston, are identified as options for housing development. The lower parcel (Bathford Nurseries South) could accommodate 45-60 homes, while the upper parcel (Bathford Nurseries North), with proposed access from Meadow Park, has capacity for 55-70 homes. Both sites are within the Green Belt and National Landscape, and assessment will need to be undertaken of the impact on the Green Belt of possible development and whether either of the sites would meet the definition of 'grey belt' under the revised NPPF. Overall capacity would be guided by infrastructure capacity, landscape mitigation (including a new woodland belt to the north), and biodiversity enhancement. Pathways are proposed to connect the sites with existing employment zones and residential areas, improving permeability and access to services. Further along Box Road, a separate site is identified for economic use, supporting local employment opportunities.

8.35 Within Bathford itself, two small-scale sites are considered for proportionate development. Land north of the recreation ground, adjacent to Titan Drive, has been promoted for affordable housing and could accommodate between 15 and 20 homes, though this would need to be balanced with limited access along Bathford Hill. A second site at Ashley Road could accommodate up to 10 dwellings as an infill scheme, but access will require careful consideration due to the narrowness of the road.

8.36 In Batheaston, no larger-scale site options have been identified due to significant environmental and heritage constraints. However, a small area of previously developed land within the village is included within the Housing Development Boundary (adopted Placemaking Plan, 2017). While not allocated due to limited capacity and deliverability concerns, its inclusion enables modest housing to come forward in future. This presents an opportunity to make more effective use of underused land and to support local aspirations for improvements to the surrounding area, including enhanced recreational facilities.

8.37 Connectivity scores shown in the site options below are based on the Department for Transport's A–J grading, where A is the highest within B&NES.

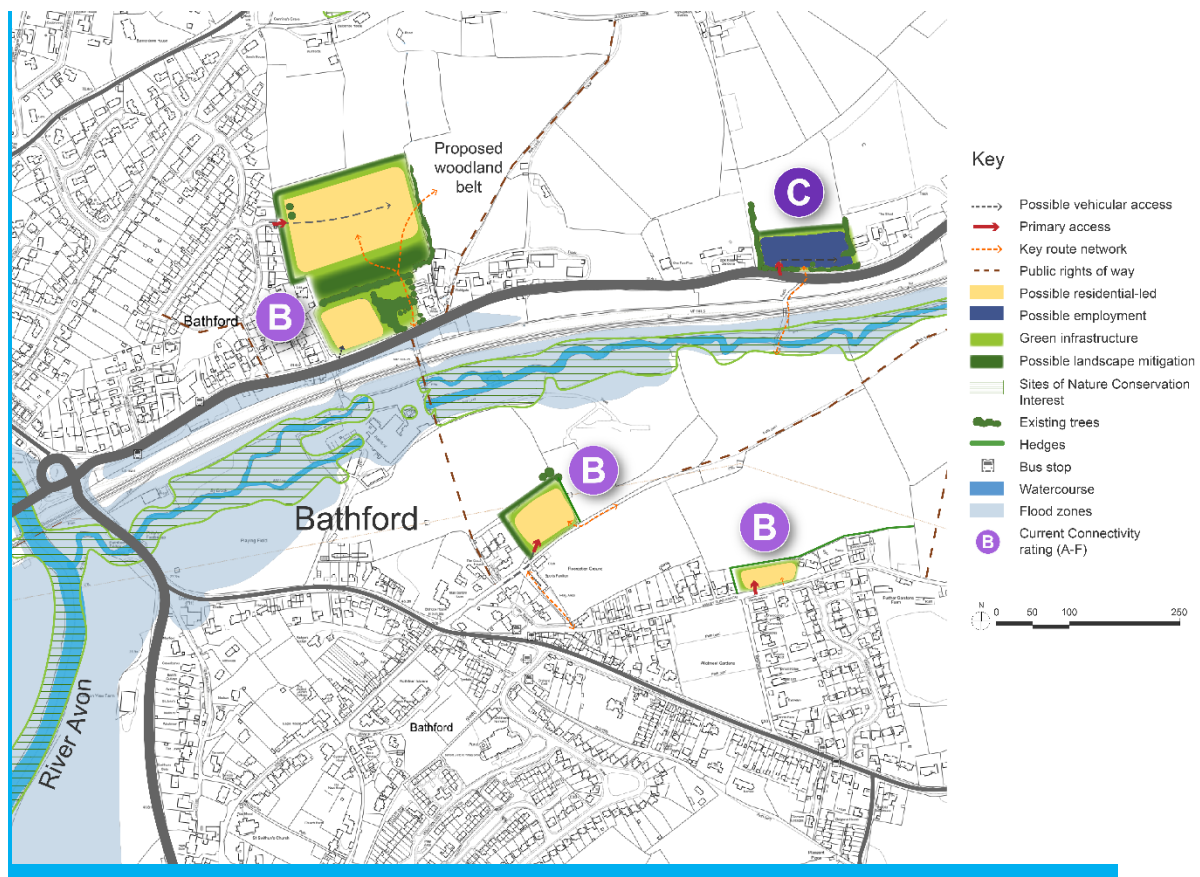


Figure 68: Bathford and Batheaston site options.

Category	Details
Opportunities	- High connectivity to Bath and regional transport network - Potential for mixed-use development - Proximity to services and employment zones - Two areas on Box Road (Bathford Nurseries South: 45-60 homes; Bathford Nurseries North: 55-70 homes, access from Meadow Park), subject to infrastructure capacity and landscape mitigation - Site further along Box Road identified for Economic Use, supporting local employment - In Bathford village: land north of the recreation ground/adjacent to Titan Drive promoted for affordable housing (15–20 homes, subject to access) - In Bathford village: land at Ashley Road could accommodate up to 10 dwellings as an infill site (access constraints apply) - In Batheaston: previously developed land within the Housing Development Boundary enables modest infill housing and supports local aspirations for improved recreational facilities
Constraints	- Green Belt and National Landscape designation - Within setting of Bath World Heritage Site
Mitigation	- Landscape buffering through woodland planting - Sensitive design to respect heritage setting - Infrastructure upgrades to support growth
Further Evidence Required	- Green Belt and landscape impact assessment - Heritage setting appraisal - Transport and access feasibility - Primary school capacity review – noting that the evidence currently shows some primary school capacity for Bathford, however Batheaston is identified as having limited primary capacity

Bishop Sutton

Context

8.38 Bishop Sutton is a relatively sustainable village located in the Chew Valley, with a moderate range of services and facilities, including a primary school, shop, and community amenities. While the village has a low connectivity score, it benefits from a strong sense of identity and community engagement.

8.39 The village is covered by the Stowey Sutton Neighbourhood Plan, which sets out a clear vision for the future of the parish. The plan seeks to ensure that Bishop Sutton and Stowey continue to thrive as vibrant and distinctive villages, evolving in a way that reflects community aspirations while retaining their unique character and delivering a high quality of life for current and future generations. The Neighbourhood Plan and accompanying Character Assessment provide a valuable framework for shaping future growth in a locally responsive and place-sensitive manner.

Site Option

8.40 Land to the west of the village, adjacent to the existing settlement edge and including a potential extension to Westway Business Park, is considered the most appropriate location for planned growth. This reflects its ability to integrate with the village and to enable access to land between Cappards Road and Stitchingshord Lane, which is known to be constrained.

8.41 An initial phase of around 70-90 homes would exceed the 5% baseline (approximately 33 homes) but is considered appropriate given the opportunity to deliver wider benefits, including employment space, infrastructure improvements and enhanced connectivity.

8.42 Subject to access being secured from the initial phase, a comprehensively masterplanned extension with an overall capacity in the order of 300 homes could be explored. Later phases would only be released when key requirements are met, including confirmation of sufficient primary school capacity or delivery of additional provision, alongside transport improvements and environmental mitigation.

- 8.43 The site adjacent to Westway Business Park includes areas of agricultural land, some of which is classified as Grade 1 (best and most versatile) in DEFRA mapping. Any allocation would require robust justification, with a focus on minimising the loss of high-grade land and ensuring that development is only supported where there is clear evidence that no reasonable alternative exists. The quality and extent of Grade 1 land will need to be fully assessed as part of the site's evidence base.
- 8.44 Given the site's proximity to the Chew Valley Lake Special Protection Area (SPA), a Habitat Regulations Assessment (HRA) will be required to evaluate potential impacts during both the construction and to identify appropriate mitigation to safeguard the SPA's ecological integrity.
- 8.45 The site lies within the setting of the Mendip Hills National Landscape (formerly AONB), and any major development proposals will need to be assessed against national policy, which sets a high bar for justification. In line with paragraph 182 of the NPPF, planning permission for major development within National Landscapes should be refused other than in exceptional circumstances and where it can be demonstrated to be in the public interest. Public interest considerations typically include the need for the development (for example, to meet identified housing requirements or deliver essential infrastructure), the scope for meeting that need outside the designated area, and the extent to which environmental and landscape impacts can be moderated.
- 8.46 While new homes would bring significant opportunities for the village, there are important implications for local infrastructure, particularly education and healthcare provision. Bishop Sutton Primary School, already expanded to its maximum capacity of 210 places, is likely to be at or near its limit in accommodating projected pupil numbers from the initial phase of development (70–90 homes). Further growth beyond this would require additional provision or mitigation to avoid placing unsustainable pressure on local education services.
- 8.47 Similarly, local GP services are under pressure, and further growth could exacerbate existing capacity constraints. Without additional provision, further development could place unsustainable strain on essential services. To support growth in a sustainable manner, further assessment will be required to identify solutions, which may include on-site provision, expansion of existing facilities, or developer contributions to alternative provision. Securing these measures will be

critical to ensuring that development meets the needs of current and future residents and delivers wider community benefits.

8.48 Connectivity scores shown in the site options below are based on the Department for Transport's A–J grading, where A is the highest within B&NES.

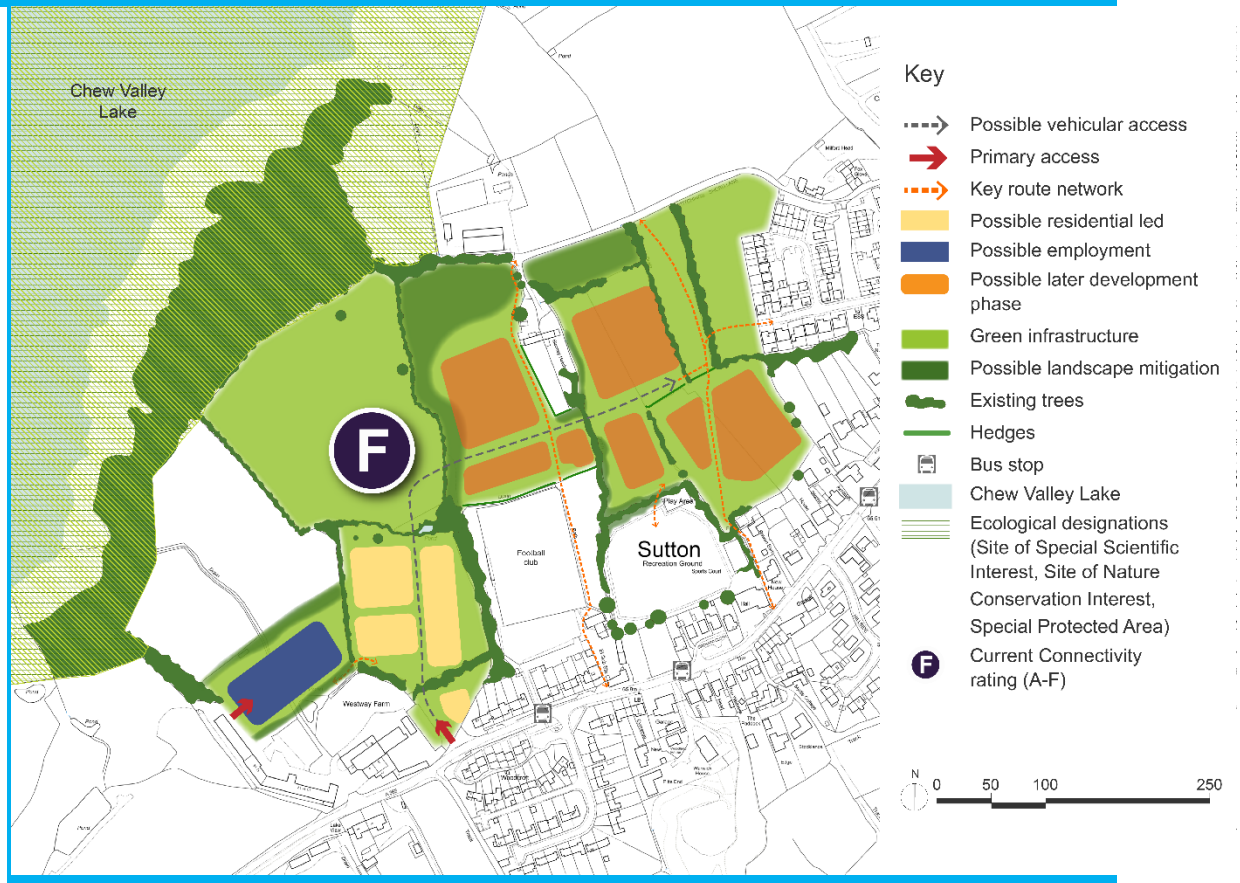


Figure 69: Bishop Sutton site options

Category	Details
Opportunities	- Provide up between 70-90 homes, encompassing an element of affordable housing - Potential extension to Westway Business Park - Opportunity to unlock access to constrained land for future phases (between 180-240 homes). - Improve access to the countryside - Improvements to community and recreation facilities
Constraints	- Low public transport connectivity - Landscape sensitivity, within the setting of the Mendip Hills National Landscape - Presence of Grade 1 agricultural land (best and most versatile) – allocation would require robust justification and minimisation of land loss - Site is in very close proximity to the Chew Valley Lake Special Protection Area (SPA)
Mitigation	- Phased approach to growth - Sensitive design in line with Neighbourhood Plan and Character Assessment - Infrastructure and access improvements - HRA required to assess potential impacts during both construction and operational phases, with appropriate mitigation measures to ensure no adverse effect on the integrity of the Chew Valley Lake SPA
Further Evidence Required	- Landscape and visual impact assessment - Transport and access feasibility - Infrastructure capacity review, including primary school capacity for further phases of development in the village - Agricultural land quality assessment to determine the extent and significance of Grade 1 land - HRA to evaluate potential impacts on the Chew Valley Lake SPA during both construction and operational phases

Chew Magna

Context

8.49 Chew Magna is a key service centre for the surrounding rural area. It has a broad range of services and facilities, including a primary school, shops, pubs, restaurants, and community spaces. The village is well-connected to nearby settlements but has a low connectivity score due to limited public transport options and its distance from major employment centres.

8.50 Chew Magna is washed over by the Green Belt, which restricts most new development to infill or redevelopment of previously developed land. However, the revised NPPF introduces the concept of “grey belt,” which may allow for limited development on underutilised or previously developed land, subject to assessment.

Site Option

8.51 A site to the west of Chew Magna, comprising previously developed land (including disused tennis courts) between two infill boundaries, is being considered for development. The village is washed over by the Green Belt, and any allocation would require the site to be removed from the Green Belt through the local plan, supported by a Green Belt review and demonstration of exceptional circumstances.

8.52 The site has been identified as potentially meeting the definition of grey belt under the revised NPPF and a potential priority for release. This will be subject to further assessment in preparing the Draft Local Plan. The site could accommodate approximately 25–30 homes, with a focus on delivering affordable housing to meet local needs. Development would need to be sensitively designed to reflect the village’s character and landscape setting, as defined in the Chew Valley Neighbourhood Plan.

8.53 Connectivity scores shown in the site option below are based on the Department for Transport’s A–J grading, where A is the highest within B&NES.

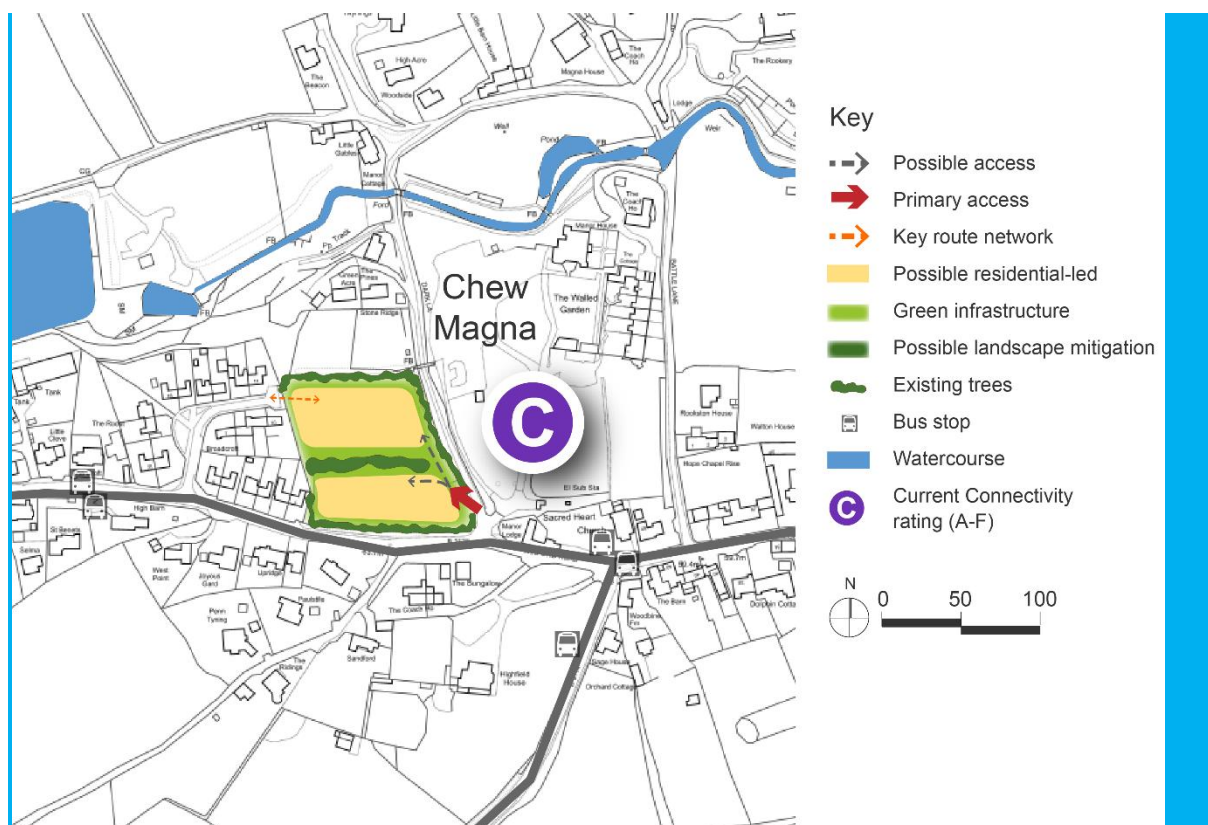


Figure 70: Chew Magna site option

Category	Description
Opportunities	- Opportunity for proportionate growth of approximately 25 – 30 homes, including an element of affordable housing. - Previously developed land within village envelope - Close to local services and facilities - Potential to meet local housing need
Constraints	- Washed over by Green Belt - Low public transport connectivity - Limited primary school capacity
Mitigation	- Careful design to minimise landscape impact - Improved pedestrian and cycle links
Further Evidence Required	- Green Belt and landscape impact assessment - Access and transport feasibility-

Chew Stoke

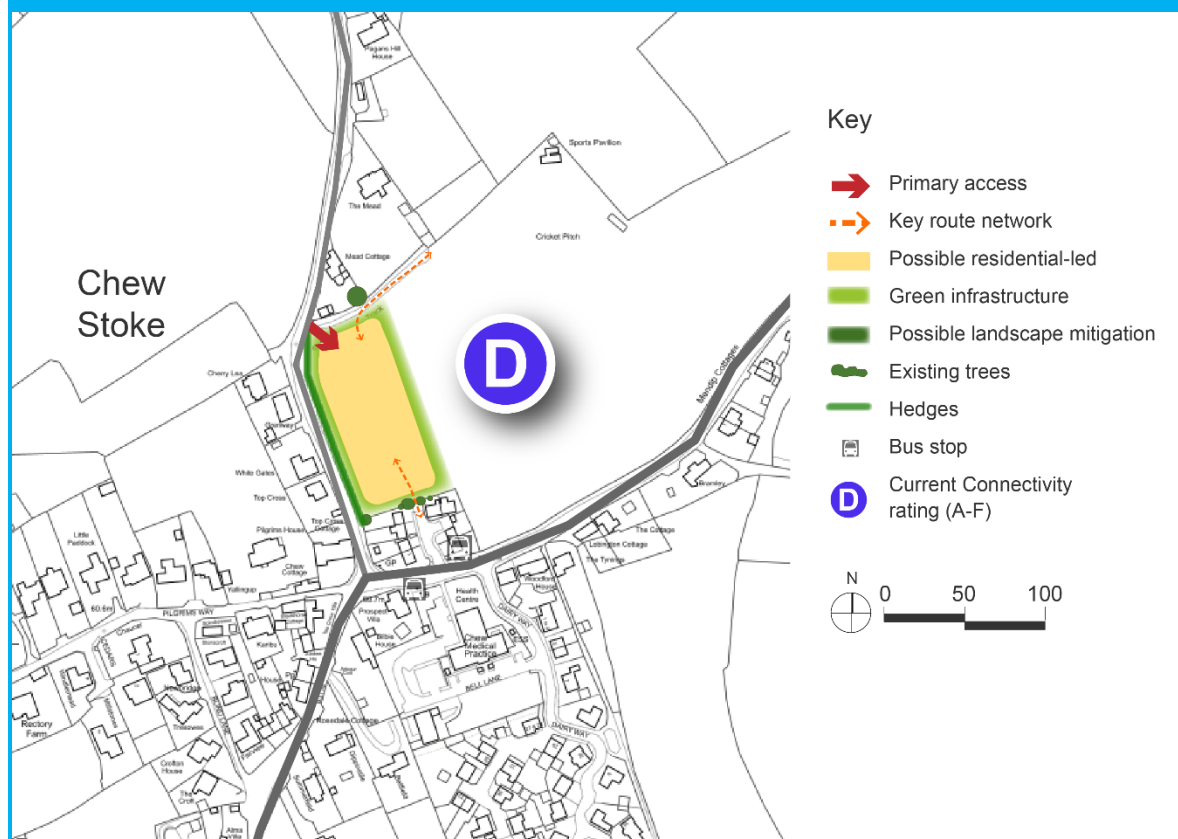
Context

- 8.54 Chew Stoke is a rural village in the Chew Valley, known for its attractive landscape setting and proximity to Chew Valley Lake. The village has a moderate range of services and facilities, including a primary school, secondary school, medical practice, and community amenities. Despite these strengths, Chew Stoke has a comparatively low connectivity score due to limited public transport and its distance from major employment centres.
- 8.55 The village is washed over by the Green Belt, which restricts development to infill or redevelopment of previously developed land. However, under the revised NPPF, land that meets the definition of “grey belt” may offer limited opportunities for proportionate growth, subject to further assessment.

Site Option

- 8.56 A site to the north of Chew Stoke been identified for proportionate growth in the village. The site is adjacent to the existing built form and lies close to key services, including the primary and secondary schools, health centre, and bus stops. The site is currently in agricultural use and is classified as Grade 1 in DEFRA mapping, indicating it is among the best and most versatile agricultural land. Any allocation would be strictly limited and subject to robust justification, with a focus on minimising land loss and ensuring that development is only supported where there is clear evidence that no reasonable alternative exists.
- 8.57 Chew Stoke is also washed over by the Green Belt. To allocate this site, it would need to be removed from the Green Belt through the local plan, supported by a Green Belt assessment and demonstration of exceptional circumstances. This will include assessing whether the site meets the definition of grey belt under the revised NPPF and a potential opportunity for release.

8.59 Connectivity scores shown in the site option below are based on the Department for Transport's A–J grading, where A is the highest within B&NES.



Category	Details
Opportunities	- Opportunity for proportionate growth of approximately 20-30 homes, including an element of affordable housing. - Proximity to schools and health centre - Adjoins existing development - Potential to meet local housing need
Constraints	- Washed over by Green Belt - Grade 1 agricultural land (best and most versatile) – allocation would require robust justification and minimisation of land loss. - Low public transport connectivity - Limited primary school capacity
Mitigation	- Sensitive design and landscaping - Minimise loss of best and most versatile agricultural land - Improve pedestrian and cycle access
Further Evidence Required	- Agricultural land quality assessment - Landscape and visual impact assessment - Access and transport feasibility

Clutton

Context

8.60 Clutton is a historic village with a rich heritage dating back to the Iron Age. It evolved from a farming community into a centre for coal mining and associated industries, including brickworks, glass manufacture, and haulage. Today, Clutton retains its rural character and distinct identity, supported by an adopted Neighbourhood Plan that sets out a clear vision for the parish to 2035. The plan seeks to maintain the tranquil and rural nature of the area, protect its landscape and biodiversity, and support well-designed housing, low-impact employment opportunities, and improved community facilities. The village has a moderate level of connectivity and a limited but valued range of services and facilities, including a primary school.

8.61 A current planning application in Clutton proposes the creation of a school recreation ground with new maintenance access off Broomhill Lane (Use Class F1), alongside residential development for up to 30 dwellings (Use Class C3), including associated access improvements, landscaping, drainage, and public open space. The site lies within the Green Belt, and its consideration will be subject to the Development Management process. However, it is noted that the revised National Planning Policy Framework introduces the concept of 'grey elt', which may be relevant in assessing the proposal's alignment with strategic planning objectives.

8.62 While the local plan does not seek to pre-judge individual applications, it is important to highlight the value of a coordinated and strategic approach to growth in Clutton. This approach aims to ensure that development contributes positively to local priorities, including affordable housing, community infrastructure, and environmental quality.

Site Option

8.63 In Clutton, land to the west of the A37 has been promoted for development. The location aligns with the Neighbourhood Plan's direction of growth and could form a well-integrated extension to the village, with improved crossings of the

A37 required. Development at this location could support delivery of the permitted farm shop.

8.64 The site could accommodate an initial phase of around 40-50 homes, providing modest growth slightly above the 5% baseline. A more strategic approach could deliver a comprehensively masterplanned extension, phased to align with infrastructure delivery. Later phases would only be released when key requirements are met, including A37 crossing improvements, school and healthcare capacity, and environmental mitigation. A site-specific masterplan and design code would guide delivery, ensuring high-quality design and integration with the existing settlement. Further phases identified west of the A37 (between 320–430 homes) and south of Stowey Road (between 60–80 homes) could be explored, subject to robust assessment, infrastructure capacity and environmental constraints.

8.65 Connectivity scores shown in the site options below are based on the Department for Transport's A–J grading, where A is the highest within B&NES.



Figure 72: Clutton site option

Category	Details
Opportunities	- Strategic location on A37 corridor - Land promoted in both Clutton and Temple Cloud enabling a coordinated approach - Clutton: Initial phase of 40–50 homes west of A37, supporting the farm shop; future phases west (320–430 homes) and south of Stowey Road (60–80 homes) possible - Mixed-use and employment potential across both villages
Constraints	- Green Belt to the north of Clutton - Air quality concerns along the A37 corridor, including AQMA designation in Temple Cloud and associated issues in
Mitigation	- Air quality measures - Upgrades to schools, healthcare, and transport - Sensitive design to fit village character
Further Evidence Required	- Air quality impact assessment - Transport and access feasibility - Landscape and visual appraisal

Farmborough

Context

8.66 Farmborough is a moderately sized village located to the west of Bath, inset from the Green Belt. It has a moderate range of services and facilities, including a primary school, village hall, and a community-run local shop, which plays an important role in supporting day-to-day needs. While the village benefits from reasonable connectivity, there are known constraints including access to sustainable transport options.

8.67 The village has demonstrated strong community engagement, including the successful delivery of UK Shared Prosperity Fund-funded projects such as energy efficiency improvements to the Village Sport & Social building. Together with the operation of the community-run shop, this reflects a proactive local approach to sustainability and community-led service provision. Farmborough's location, service base, and community capacity make it potentially suitable for proportionate growth, with potential to support wider infrastructure and placemaking objectives.

Site Option

8.68 A site to the south of Farmborough, accessed from Timsbury Road, has been promoted for development. Although the land lies within the Green Belt, it is well-related to the existing built form and is being considered as a potential location for proportionate growth. The site could accommodate a modest level of housing initially, between 25-35 homes, with the potential for further phases depending on infrastructure capacity and the ability to deliver wider community benefits.

8.69 Any development would need to demonstrate exceptional circumstances for Green Belt release, supported by a robust evidence base including landscape, infrastructure, and sustainability assessments. A key requirement would be the delivery of new green space, with one option under consideration being its integration with the existing Village Hall and community-run shop. This would enhance local connectivity and reinforce the role of these facilities as focal points for village life.

8.70 Two recent permission in principle applications have been submitted for up to nine dwellings each—one on land off Little Lane, where potential for growth is being considered through the local plan, and another on the opposite side of the village between Bath Road and Brookside Drive. While these proposals reflect ongoing development interest, the local plan and parish council support a more strategic and coordinated approach to growth in Farmborough. This aims to ensure that new development delivers meaningful benefits for the community, including affordable housing, infrastructure improvements, and enhanced public spaces, rather than piecemeal schemes that may offer limited wider value.

8.71 Connectivity scores shown in the site options below are based on the Department for Transport's A–J grading, where A is the highest within B&NES.

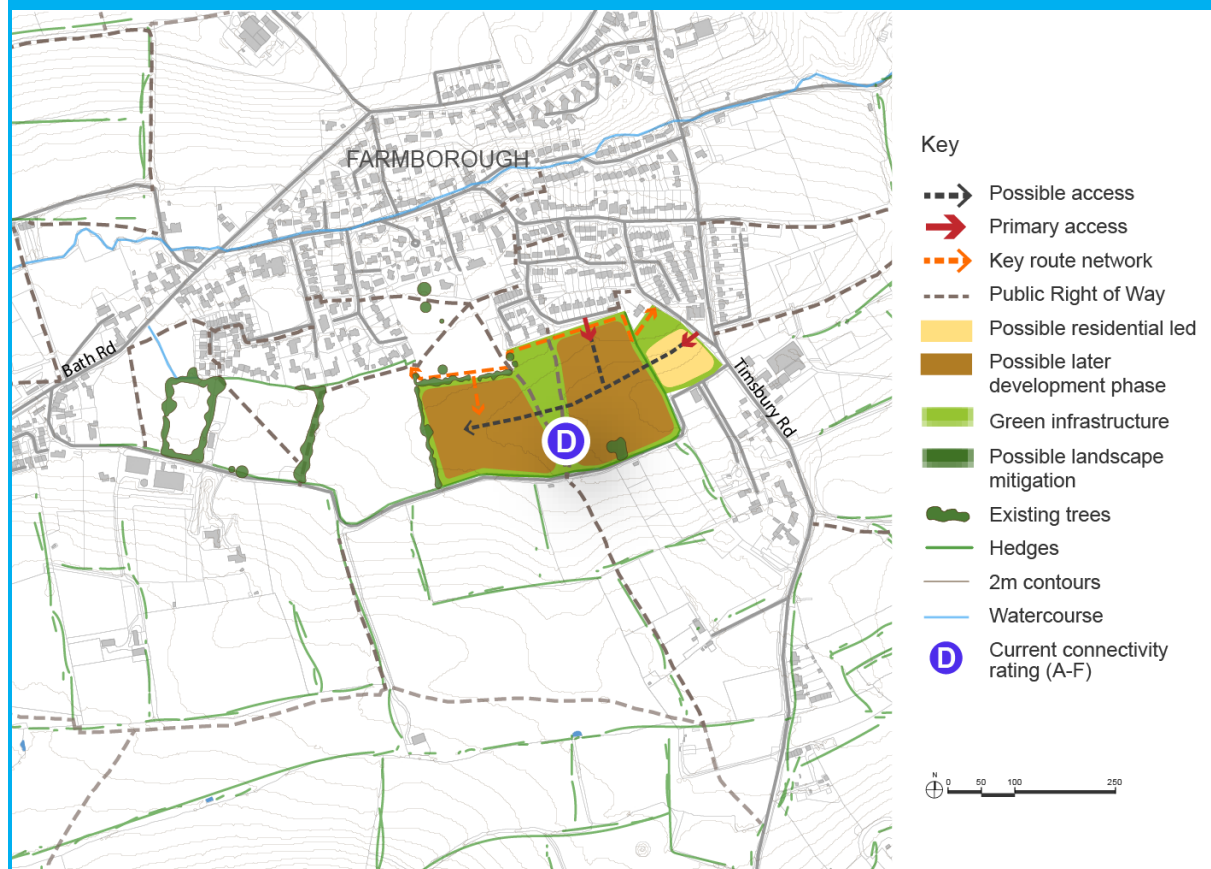


Figure 73: Farmborough site options

Category	Details
Opportunities	- Opportunity for proportionate growth of approximately 25-35 homes, including an element of affordable housing. - Potential for further phases (between 70-90 homes) depending on infrastructure capacity - Opportunity to deliver green space linked to community facilities
Constraints	- Site lies within the Green Belt - Infrastructure capacity to be assessed
Mitigation	- Green Belt assessment under revised NPPF - Sensitive design and landscape integration - Provision of green space linked to Village Hall and community-run shop
Further Evidence Required	- Green Belt and landscape impact assessment - Access and transport feasibility - Community infrastructure needs analysis

High Littleton and Hallatrow

Context

8.72 High Littleton and Hallatrow form a connected parish located to the south-west of Bath. The area has a strong rural character and a rich heritage, with a mix of historic buildings and green spaces. The villages benefit from a modest range of services and facilities, including a primary school, local shops, and community amenities. Connectivity is moderate, with access to the A39 corridor, though transport pressures and infrastructure capacity remain key considerations.

8.73 The parish is covered by the High Littleton and Hallatrow Neighbourhood Plan, which was successfully examined and brought into force in 2025. The Plan sets out a locally driven vision for the area, with a focus on protecting landscape character, enhancing biodiversity, and supporting small-scale development that reflects the needs and aspirations of the community.

Site Option

8.74 Land has been promoted for development within the parish, and site assessments have been submitted by the parish council for consideration. These include locations with potential for sustainable growth, subject to further assessment of landscape sensitivity, infrastructure capacity, and ecological constraints. The council considers it appropriate to test options for modest growth in the area, in line with the Neighbourhood Plan's emphasis on locally responsive development.

8.75 Due to the high landscape sensitivity around High Littleton, only limited options have been identified. However, there is potential for smaller-scale growth in Hallatrow, which may offer a more appropriate location for proportionate development, subject to further assessment.

8.76 A site at Combe Lane in Hallatrow is presented for this consultation for between 15-20 homes. This site is located opposite the recently completed Fox Fields development within the village. Land to the north of Fox Fields was also considered; however, it was discounted due to the potential loss of Grade 1 agricultural land, which is recognised as a significant constraint.

- 8.77 Development at Combe Lane would need to be sensitively designed to respect the village's character and landscape setting, with a focus on delivering affordable housing and supporting local needs. Further evidence will be required to assess landscape and visual impact, transport and access feasibility, and infrastructure capacity to ensure that any growth is sustainable.
- 8.78 Connectivity scores shown in the site option below are based on the Department for Transport's A–J grading, where A is the highest within B&NES.

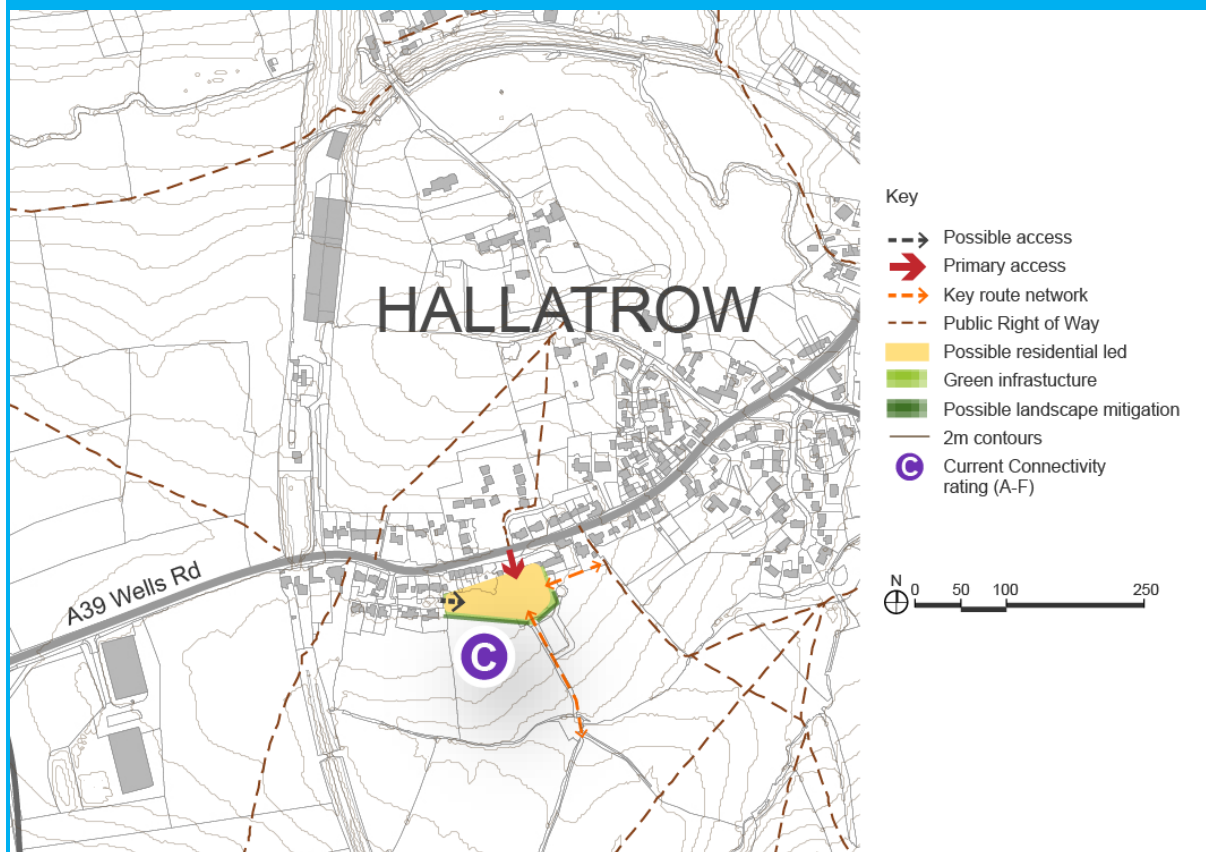


Figure 74: High Littleton and Hallatrow site option

Category	Details
Opportunities	- Site capacity of 15-20 homes, encompassing an element of affordable housing. - Integration and improvements to village infrastructure
Constraints	- High landscape sensitivity around High Littleton and Hallatrow - Loss of Grade 1 agricultural land north of Fox Fields - Infrastructure capacity to be assessed
Mitigation	- Sensitive design and landscaping - Minimise loss of best and most versatile agricultural land - Improved pedestrian and cycle access
Further Evidence Required	- Landscape and visual impact assessment - Transport and access feasibility

Temple Cloud

Context

8.79 Temple Cloud, located immediately to the south of Clutton, functions as a local service centre with a broader range of facilities, including a primary school, healthcare provision, and local shops. It benefits from a strategic location on the A37 corridor and has a comparatively moderate connectivity score. The village plays an important role in supporting the wider rural area, though it faces infrastructure pressures, particularly in relation to air quality, with the A37 designated as an Air Quality Management Area (AQMA). Additionally, it is important to note that the nearby village of Farrington Gurney is also designated as an Air Quality Management Area (AQMA). Any proposals for development within this broader locality should therefore give due consideration to the cumulative impact on air quality, ensuring that measures are in place to safeguard environmental standards both in Temple Cloud and Farrington Gurney.

Site Option

8.80 In Temple Cloud, the council considers the north of the village, focused on the Upper Bristol Road/A37 corridor, to be the most appropriate location for planned growth given its proximity to bus stops on the A37 and opportunities to connect to existing services. A planning application for 65 dwellings in this area was refused in 2022; however, in light of the increased housing requirement it is considered appropriate to test growth at this location through the Options consultation. The site is being tested for up to 90–120 homes, but the final capacity would likely be lower due to landscape, ecological, and access constraints (notably Temple Inn Lane).

8.81 A larger, strategic option on land further east could deliver a masterplanned scheme with a further capacity for 230-300 homes, phased to ensure infrastructure and environmental capacity is in place. Later phases would depend on measures to address the Air Quality Management Area (AQMA), transport improvements, and provision of community facilities. There is also mapped presence of Potential Priority Habitats Delivery, if confirmed, this would increase

the Biodiversity Net Gain (BNG) requirement for the site. This would likely impact the overall capacity. Further ecological evidence will be required to assess habitat quality and ensure compliance with national policy on biodiversity enhancement. The site would be guided by a masterplan and design code to secure connectivity, green infrastructure and locally beneficial outcomes.

8.82 Connectivity scores shown in the site options below are based on the Department for Transport's A–J grading, where A is the highest within B&NES.

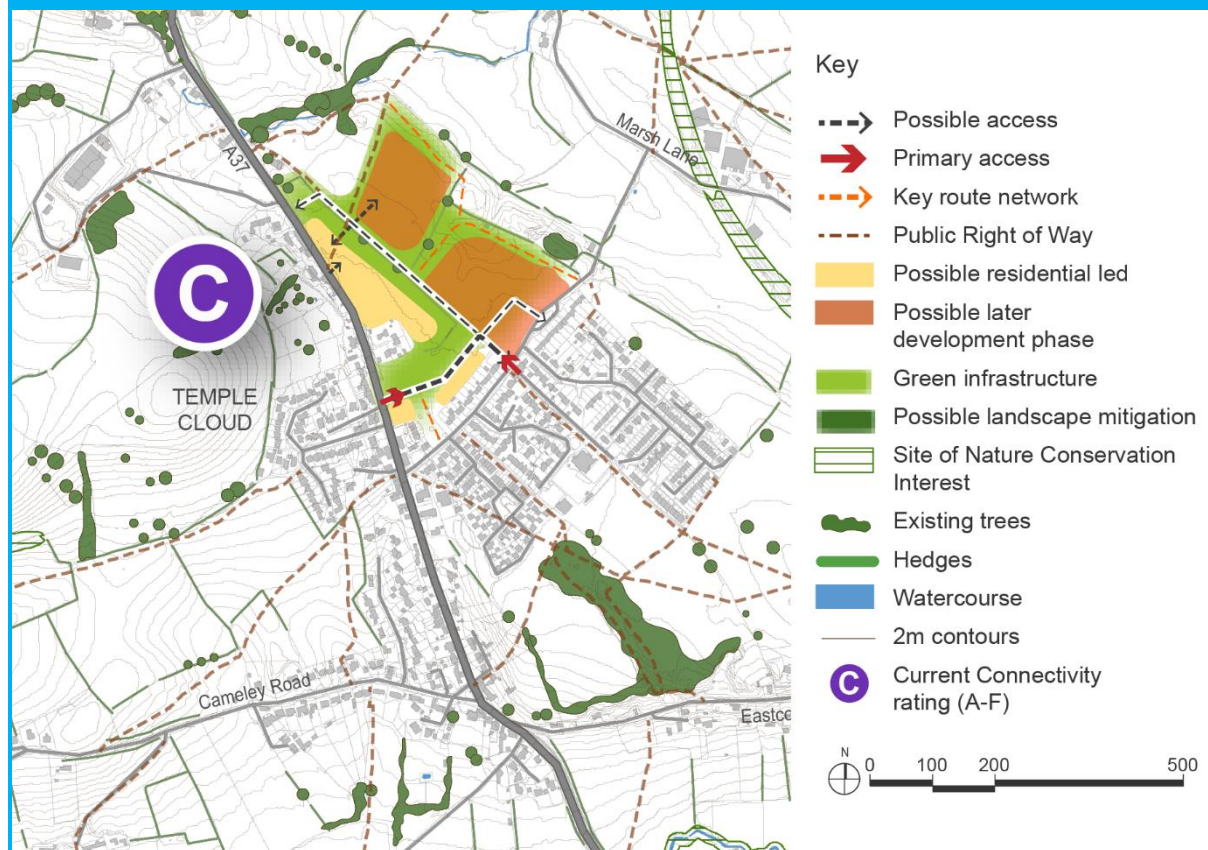


Figure 75: Clutton and Temple Cloud site option

Category	Details
Opportunities	- Strategic location on A37 corridor - Land promoted in both Temple Cloud and Clutton enabling a coordinated approach - Temple Cloud: North of village site tested for up to 90–120 homes (final number likely lower due to constraints); further east, masterplanned option for 230–300 homes, phased and tied to infrastructure, AQMA, and BNG - Mixed-use and employment potential across both villages
Constraints	- Air quality concerns along the A37 corridor, including AQMA designation in Temple Cloud and associated issues in Farrington Gurney - Mapped presence of Potential Priority Habitats (Neutral Grassland and Lowland Meadow) in Temple Cloud – if confirmed, this would increase the BNG requirement for the site
Mitigation	- Air quality measures - Upgrades to schools, healthcare, and transport - Sensitive design to fit village character
Further Evidence Required	- Air quality impact assessment - Transport and access feasibility - Landscape and visual appraisal - Ecological survey to confirm habitat types and inform Biodiversity Net Gain (BNG) calculations

Timsbury

Context

8.83 Timsbury is one of the larger and more sustainable villages in the district, located to the south-west of Bath. It benefits from a broad range of services and facilities, including a primary school, local shops, and community amenities. The village has a moderate connectivity score and serves as a local hub for surrounding rural communities.

8.84 Known infrastructure constraints in the village include limited GP provision and a cemetery that is nearing capacity. There are also longstanding transport issues associated with North Road, which would need to be addressed as part of any future growth strategy.

Site Option

8.85 Timsbury was previously allocated a site to the east of St Mary's School in the Placemaking Plan. However, this allocation has not yet come forward for development and remains a live option. The site is currently allocated for approximately 20 homes, but evidence suggests it could potentially be expanded to accommodate a total of between 50–70 homes. In light of changes to housing targets, it is appropriate to test an increase in the number of homes on the allocated site, subject to the protection of important views and landscape character.

8.86 In addition to the existing allocation to the east of the village, a new site to the west of Timsbury has been promoted known locally as Emlett Field, Hayswood Road and is presented for consultation. This site is well-related to the existing built form and offers the opportunity to test the potential for larger-scale growth in the village. The site has the capacity accommodate between 160-220 homes, however it has been promoted for up to 120 homes.

8.87 Central to the village, a site between Lippiatt Lane and Crocombe Lane has been put forward following discussions with the parish council. The lower parcel is proposed to remain largely as green space, while land off Crocombe Lane is identified as a potential option for housing development. The site could accommodate 70–90 homes; however, the impact on North Road would need to

be investigated and resolved as part of any plans to develop these sites. Improvements would also be required to the access on Lippiatt Lane and Crocombe Lane/Lansdown View to ensure sufficient capacity for the additional traffic generated. This may reduce the number of homes that would be sustainable in this location, noting also that the village primary school is on Lansdown View.

8.88 Together, the identified sites provide a basis for considering a more comprehensive approach to growth in Timsbury. This could support the delivery of new housing, infrastructure improvements, and enhanced connectivity, while helping to address local service pressures. This level of growth would exceed the 5% baseline but it is considered appropriate to test options, given the opportunity to deliver wider benefits. It should be noted that not all site options may be taken forward; the final approach could involve a combination of sites, or a reduced scale of development, depending on infrastructure capacity, environmental constraints, and the outcomes of further assessment and consultation. In preparing the Draft Local Plan, opportunities to provide additional cemetery space and explore potential solutions to GP capacity issues will also be considered, reflecting local infrastructure needs identified through engagement with the parish council and stakeholders.

8.89 Any development would need to be carefully designed to respect the village's landscape setting, respond to infrastructure capacity constraints and mitigate impacts on the conservation area. Access limitations to some sites will also need to be considered particularly those from North Road to the centre of the village which suffers from known transport issues.

8.90 Connectivity scores shown in the site options below are based on the Department for Transport's A–J grading, where A is the highest within B&NES.

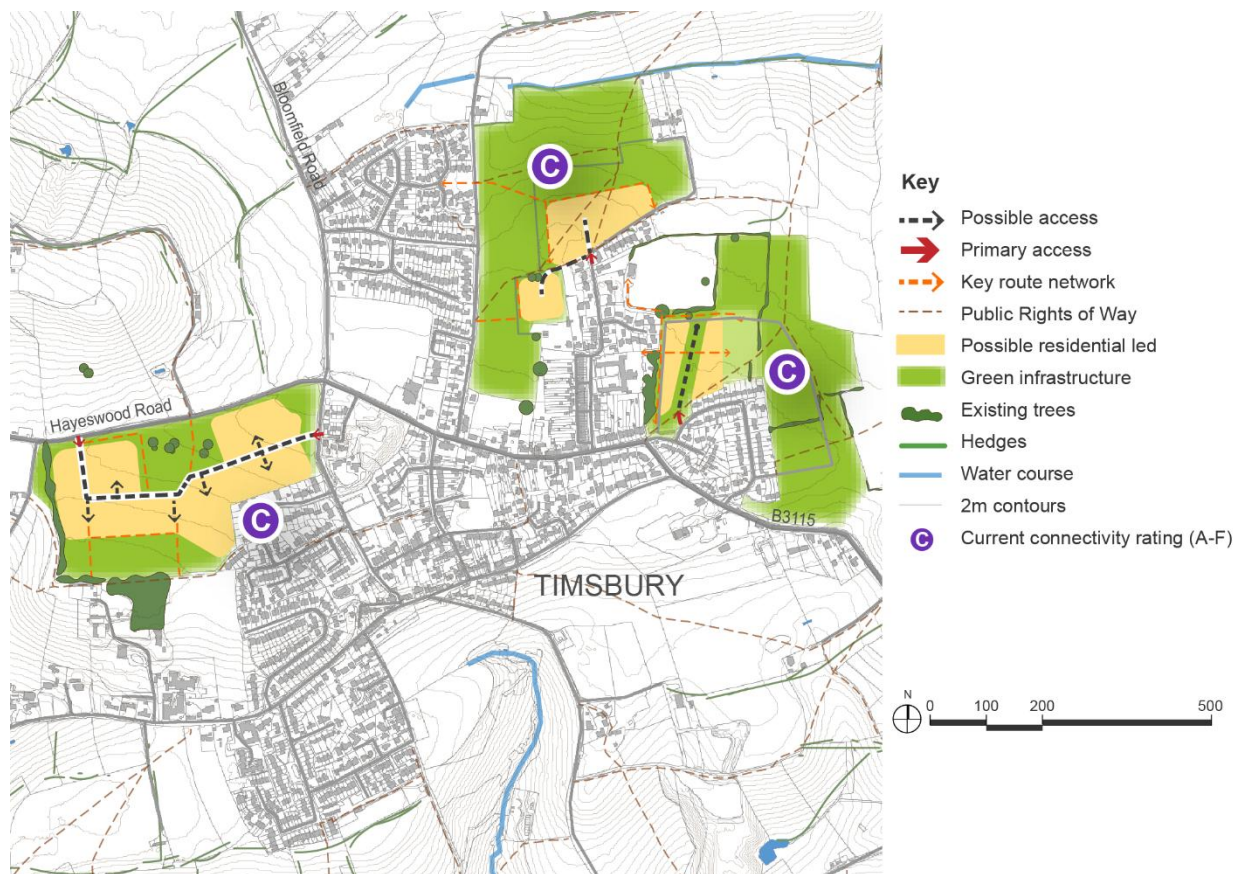


Figure 76: Timsbury site option

Category	Details
Opportunities	- East of St Mary's School – Existing allocation for approximately 20 homes; potential for higher numbers subject to landscape protection. - Emlett Field – Capacity for up to 160-220 homes (promoted for 120). - Lippiatt Lane / Crocombe Lane – Capacity for 70-90 homes; access and traffic constraints may reduce capacity. - Potential for larger-scale growth to support infrastructure and services
Constraints	- Conservation Area - Limited GP provision - Cemetery nearing capacity - Transport issues on North Road - Narrow access to Lippiatt Lane and Crocombe Lane - Landscape sensitivity and key views
Mitigation	- Infrastructure planning to address healthcare and burial capacity - Transport improvements, particularly on North Road - Sensitive design to protect key views
Further Evidence Required	- Landscape and visual impact assessment - Transport and access feasibility - Cumulative impact assessment of both sites