



EMPLOYMENT LAND REPORT

**Colerne Industrial and Storage Park
Bath Road
Colerne
SN14 8HT**

**Client: Kemble Business Park LLP
Date: September 2026**

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1.0 Instructions and Background

- 1.1 We are instructed by Kemble Business Park LLP to undertake an Employment Land Report (ELR) in respect of a proposed redevelopment of the Property located at and known as: Colerne Industrial and Storage Park, Bath Road, Colerne SN14 8HT (the Property).
- 1.2 The site extends to an area of circa 7.12 hectares (17.59 acres) and currently contains three former aircraft hangers of approximately 4,201 m² (45,220 sq. ft.) GIA each and associated hardstanding and grassland. The Local Planning Authority (LPA) is Wiltshire Council. The planning application proposes a residential development of up to 150 dwellings. A site location plan is enclosed at Appendix 1.

Appendix 1 – Site Location Plan

- 1.3 This report assesses the supply of allocated employment land and commercial floorspace in the Wiltshire area by addressing the policy tests within Policy CP35 of the Wiltshire Core Strategy, and Policy EB1 of the Colerne Neighbourhood Plan which are as follows:
 - Whether the site is fit for purpose.
 - Whether the site is required to support the local economy.
 - Whether it is possible to redevelop the site for alternative employment uses.
 - Whether the site has been marketed for employment use.

2.0 Documentation

2.1 The following comprises the background documents relied upon which this ELR is based:

- National Planning Policy Framework (NPPF) 2026
- Wiltshire Core Strategy (Adopted January 2015)
- Wiltshire Local Plan Review Pre-Submission Draft 2020-2038 (Regulation 19)
- The Colerne Neighbourhood Plan 2021-2036 (Adopted March 2022)
- Hardisty Jones Associates (HJA): Wiltshire Employment Land Review Update (September 2023)

3.0 Site and Context

Location and access

- 3.1 The application site is located to the north east of Colerne village, Wiltshire, and approximately midway between Bath and Chippenham, 6 miles to the south west and 9 miles to the east, respectively. Colerne is a medium sized village with a population of approximately 2,400.
- 3.2 While the site benefits from reasonable connectivity to the strategic highway network, the immediate highway environment is defined by rural roads which present inherent physical and operational constraints for large heavy good vehicles associated with warehousing.
- 3.3 Strategic access is provided via the M4 motorway, with Junction 18 (Bath) located approximately 7 miles to the south-west of the site. This junction is primarily accessed via Bannerdown Road, the A4 Bath Road, and the A46. Junction 17 (Chippenham) lies approximately 9 miles to the north-east and is reached via Bannerdown Road, the A4, and the A350.
- 3.4 Local access to the site is provided via a network of county and B class roads, linking Colerne Industrial Park to nearby settlements and principal routes:
 - Bannerdown Road links southwards to the A4 Bath Road, a key east–west route connecting Bath, Corsham, and Chippenham.
 - The A46 lies to the south-west of the site and provides a strategic north–south connection between Bath, Stroud, and the wider Gloucestershire area.
 - The A420 to the north offers an alternative east–west route between Bristol, Chippenham, and Oxfordshire.

Appendix 1 – Site Location Plan

Site

- 3.5 The site, Colerne Industrial and Storage Park comprises three hangars, known as Hangars 18, 19 and 20, on a secure 14 acre site.
- 3.6 The buildings are a group of former aircraft hangars and technical buildings constructed as part of RAF Colerne, a Royal Air Force station established in 1939–1940 on high ground to the north-west of Colerne village. Following the closure of RAF Colerne in 1976 as an operational airfield the buildings were adapted and repurposed for storage and commercial activities.

- 3.7 The buildings are large scale hangar structures, designed to accommodate military aircraft and associated engineering activities. Their form reflects their original purpose, typically characterised by:
- Wide clear-span interiors, enabling the movement and storage of aircraft
 - Robust steel or concrete frames with extensive roof spans
 - Large access openings originally intended for aircraft movement
- 3.8 Hangar 18, refurbishment in late 2022, has been widely and actively marketed as a warehouse since late 2020 and is currently vacant. Hangar 19 has been used for storage on a flexible basis outside of the Landlord and Tenant Act 1954. Hangar 20 is unoccupied.
- 3.9 As detailed in the attached marketing brochure Hangar 18 has recently undergone an extensive refurbishment programme including a new roof covering and the replacement of lighting throughout with modern LED fittings. The property provides clear-span industrial accommodation offering flexible storage and operational capability. Further key features include:
- Maximum internal height of 10.5m (34')
 - Large loading doors to both the front and rear elevations
 - 2.6m-high perimeter security fencing
 - Substantial hardstanding areas for circulation and external storage
 - Ample on-site parking provision
 - Three-phase power supply

Appendix 2 – Marketing Brochure

The Proposal

- 3.10 The planning application proposes a residential development of up to 150 dwellings. The applicant submitted a pre-application enquiry in September 2025 (ENQ/2025/01211) and received the following advice from Wiltshire Council in November 2025 with regards to the loss of employment buildings and premises:

'CP35 seeks to support achieving the strategic planning objective of delivering a thriving economy by protecting the most sustainable and valued employment areas. This is not a Principal Employment Area under CP11 and given this and that Colerne is at the lower end of the settlement hierarchy this is not a site subject to specific protection on a Wiltshire wide

basis. However, as set out at paragraph 5.64 of the CNPA Policy EB1 is framed around CP35 and is intended to add more local traction to that general policy. EB1 sets out clearly that “the repurposing of land and buildings currently used for employment purposes will not be permitted unless:

- Evidence is produced to show that redevelopment for alternative employment is not possible;*
- The land and/or the buildings shall have been marketed for employment use to local markets for at least 6 months on reasonable terms, and have remained unsold or unlet with no reasonable offer having been refused;*
- Details of marketing accompanying any development proposal”*

4.0 Technical Background

National Planning Policy Framework 2026

- 4.1 National planning policy has reflected on taking too rigid an approach to employment allocations and as far back as Planning Policy Statement 4 (Planning for Sustainable Economic Growth) in 2009, Policy EC2: Planning for Sustainable Economic Growth included:

“local planning authorities should ensure that their development plan: ...(h) ... where necessary to safeguard land from other uses, identifies a range of sites, to facilitate a broad range of economic development, including mixed use. Existing site allocations should not be carried forward from one version of the development plan to the next without evidence of the need and reasonable prospect of their take-up during the plan period. If there is no reasonable prospect of a site being used for the allocated economic use, the allocation should not be retained, and wider economic uses or alternative uses should be considered”.

- 4.2 The current NPPF states within the Chapter 1 section ‘Purpose of the planning system’ sets out an Economic Objective *“to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”* (Paragraph 17a).
- 4.3 Supporting commentary relating to the three interdependent objectives of sustainable development, namely the economic, social and environmental objectives, states that: *“Development plans and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area”* (Paragraph 18).
- 4.4 Chapter 4: Achieving sustainable development, the NPPF continues to guide local authorities to adopt a flexible approach to the allocation, monitoring and review of employment sites.
- 4.5 S4: ‘Principle of development within settlements’ seeks to protect land and buildings that have been allocated or safeguarded for specific purposes in the development plan from being developed for alternative uses *“...unless there is no reasonable prospect of an application coming forward for the allocated use, or there is evidence that the safeguarding is no longer appropriate”* (Policy S4).
- 4.6 Chapter 12: Making effective use of land seeks to maximise the efficient use of land by prioritising the redevelopment, intensification and reuse of brownfield sites to meet development needs. Policy L1: Planning for an effective use of land states that the development should:

- "a. Identify ways of accommodating as much as possible of the identified need for development in the area on previously developed land, including by:*
- b. Allocating sites of all sizes which have the potential for redevelopment to secure a more effective use, such as through the reuse of service yards, lock-ups, car parks and other transport infrastructure which are no longer required, the reuse or intensification of underutilised retail and business sites, and estate regeneration schemes;*
- c. Not reallocate land for its previously identified purpose where there is no reasonable expectation that the use will come forward within the plan period, and consider whether allocation for an alternative use is appropriate instead."*

4.7 Policy L2: Making effective use of land places substantial weight to the benefits where a development proposal would achieve:

"b. Making better use of vacant and underutilised land and buildings (such as: by bringing back into residential use empty homes and other suitable buildings; converting space above shops; redeveloping underutilised retail and business sites; and building on or above service yards, lock-ups, car parks and other transport infrastructure which are no longer required)"

Wiltshire Council Core Strategy (Adopted January 2015)

4.8 Core Policy 35: Existing employment sites

4.9 Core Policy 35 is the main policy in the Wiltshire Core Strategy to ensure that Wiltshire's Principal Employment Areas should be retained for employment purposes within use classes B1, B2 and B8 to safeguard their contribution to the Wiltshire economy and the role and function of individual towns as outlined in paragraph 6.15:

"Principal Employment Areas have been identified in the Principal Settlements and Market Towns, as set out in the relevant area strategies in section 5. These Principal Employment Areas are considered to be critical to the economic role of these settlements and Wiltshire as a whole. In order to maintain a reasonable balance between jobs and homes to encourage self containment these Principal Employment Areas should be protected from alternative uses with their continued use and intensification for employment purposes (use classes B1, B2 and B8) encouraged, as set out in Core Policy 35."

4.10 However, as the subject site is not a Principal Employment Area, it is not subject to the same policy criteria as those within a Principal Employment Area outlined in Core Policy 35. Paragraph 6.16 outlines this further:

"It will also be important to retain existing employment uses outside the Principal Employment Areas to maintain diversity and choice of sites for employers and allow for local business expansion. However, it is important to acknowledge that some older employment areas may no longer be fit for purpose or that their role has changed, for example, from a primarily employment site to a trade centre site. Changes of use within sites can invigorate an area and act as a positive catalyst for change. The overall employment land target includes an allowance for the replacement of some sites. Therefore, in some circumstances it may be appropriate to allow for the redevelopment (in whole or part) of existing employment sites for an alternative use, particularly where the site is not required to remain in its current use to support the local economy in the area."

The Colerne Neighbourhood Plan 2021-2036 (Adopted March 2022)

4.11 Policy EB1: Existing and Future Employment Opportunities

4.12 The subject site is also subject to Policy EB1 of the Colerne Neighbourhood Plan which covers existing employment sites. Policy EB1 is framed around Core Policy 35 of the Wiltshire Core Strategy, and is intended to add more local traction to that general policy. Policy EB1 outlines the following with regards to loss of existing employment sites to alternative uses:

"The repurposing of land and buildings currently used for employment purposes will not be permitted unless:

- evidence is produced to show that redevelopment for alternative employment use is not possible;*
- the land and/or the buildings shall have been marketed for employment use to local markets for at least 6 months on reasonable terms, and have remained unsold or unlet with no reasonable offer having been refused;*
- details of marketing accompany any development proposal."*

5.0 Employment Land Analysis

5.1 To address both Core Policy 35 of the Wiltshire Council Core Strategy and Policy EB1 of the Colerne Neighbourhood Plan, and with reference to the pre-application advice received from Wiltshire Council, the pivotal issues addressed in this section are as follows:

- Whether the site is fit for purpose.
- Whether the site has been marketed for employment use.
- Whether the site is required to support the local economy.
- Whether it is possible to redevelop the site for alternative employment uses.

WHETHER THE SITE IS FIT FOR PURPOSE

5.2 Notwithstanding the recent refurbishment of Hangar 18, and the fact that the building and site meet many modern occupier requirements - including accommodation within the 20,000–100,000 sq. ft. range suitable for urban logistics and regional hub operations, clear internal heights of 10–12 metres, column spacing to accommodate efficient racking and automation, potential for informal expansion or subdivision, and generous secure yard depths with on-site capacity for HGVs, articulated vehicles, delivery vans and trailer parking — the consistent and recurring feedback from occupiers relates to ease of access for heavy goods vehicles to the strategic road network.

5.3 Although the site lies relatively close to the M4 in distance terms, access to both junctions is indirect, relying on a network of rural roads, B roads and A class routes of varying standard rather than direct motorway grade links. Consequently, journey times are influenced more by the character and nature of the intervening road network than by distance.

5.4 The immediate access to the site is gained via Bannerdown Road and associated local county roads. Apart from Bannerdown Road and the route to Ford the local roads are typical of the rural area:

- Relatively narrow in width, with limited opportunities for vehicles to pass in opposing directions
- Constrained by high banks, hedgerows and stone walls, restricting forward visibility and carriageway widening
- Unlit, with an absence of footways and limited verge width
- Variable in alignment, including sharp bends and changes in gradient, reflecting the rural topography

- 5.5 Bannerdown Road as you enter Batheaston is narrow in width and difficult for heavy good vehicles to pass and this in the case in Ford.
- 5.6 As a result, these routes are not designed for high traffic volumes or frequent heavy goods vehicle movements, and vehicle speeds are generally low. The roads primarily serve local traffic residential traffic, agricultural uses and limited industrial access.

WHETHER THE SITE HAS BEEN MARKETING FOR EMPLOYMENT USE

Active marketing campaign

- 5.7 An active marketing campaign for Hangar 18 was launched in November 2020, commencing with the publication of the marketing brochure (Appendix 2) on Alder King's website. The property particulars were also advertised across established industry platforms, including CoStar/LoopNet, Zoopla, NovaLoca and Perfect Information Property. We are aware that details were additionally reproduced on a number of third-party websites to which Alder King does not subscribe. An Alder King Agency Board has been affixed in the verge of the main road leading to the property.
- 5.8 All viewings undertaken over the past six years have been conducted by James Gregory, a Partner at Alder King, who is a highly experienced local industrial and office agent. While Hangar 18 is the focus of the current marketing campaign, access and viewings have consistently also been offered to Hangar 20, which remains vacant but has not been refurbished. In addition, the users of Hangar 19 have permitted inspections of the premises to assist prospective storage users in understanding the potential and flexibility of the hangar space.
- 5.9 The brochure was structured and written to comprehensively appeal to industrial, logistics, storage and distribution occupiers, demonstrating both operational suitability and commercial viability providing the following.

Clear positioning for employment-generating uses

- 5.10 From the outset, the brochure defines the property as refurbished hangar/warehouse accommodation, immediately aligning it with B8 storage, distribution and wider employment activities. The consistent emphasis on functionality, scale and security reinforces its suitability for commercial occupiers rather than alternative uses.

Strong emphasis on operational capability

- 5.11 The brochure highlights features that are critical to employment uses, including:
- Large clear-span floorplate
 - 10.5m eaves height suitable for racking and high-volume storage
 - Large loading doors enabling HGV access
 - Extensive hardstanding for circulation, parking and open storage
- 5.12 These features collectively demonstrate the building's capacity to support staffing-intensive logistics, warehousing and industrial operations.

Visual demonstration of scale and usability

5.13 The inclusion of interior and exterior imagery helps occupiers visualise how the building supports commercial activity and employment operations. The images reinforce:

- The scale of the workforce the site could support
- HGV access and operational flows
- The adaptability of the space for different employment uses

Location and labour accessibility

5.14 The brochure strongly markets the property's strategic location between Bath and Chippenham, with motorway access via M4 Junctions 17 and 18. This positioning supports:

- Commuting labour catchments
- Regional and national distribution
- Access to Bristol, Bath and the wider South West workforce

Planning clarity and compliance

5.15 The brochure confirms the established B8 planning use.

Infrastructure and services for business occupation

5.16 Employment users are further informed through clear confirmation of:

- Three-phase power
- LED lighting throughout
- Secure fenced site
- Ample parking and yard space

5.17 These points show the building is ready for immediate occupation by operational businesses employing on site staff.

Commercial transparency for occupiers

5.18 The brochure includes all key commercial information expected by employment occupiers:

- EPC rating
- Business rates
- Lease terms
- VAT position
- Legal and AML requirements

Appendix 2 – Marketing Brochure

Recent history

5.19 Historically, the site was fully occupied by CHEP for the storage, maintenance and distribution of pallets. Hangar 19 was leased to Leaffield Logistics in June 2020 and remains used for storage purposes, with the lease (outside of “the Act” re-gearred at the tenant’s request to provide greater flexibility.

5.20 Hangar 20 was previously occupied for many years by Octavian Wines but was vacated after becoming surplus to operational requirements and has remained vacant since April 2024.

5.21 Hangar 18 has experienced a series of short-term occupations since 2019, including an aborted letting, a tenancy at will to Delahaye Moving Ltd, and a short lease to Nova Motorsport Ltd in 2024. The intermittent nature of occupation across Hangars 18 and 20 highlights the ongoing challenges in securing long-term occupiers, and both units are currently vacant.

Recent Marketing

5.22 The most recent period of marketing has focussed on targeting specific local companies known to have requirements for additional/alternative space as well as more general requirements in the marketplace.

Marketing Feedback

5.23 Feedback from the marketing campaign has been consistent, with the principal issue cited being the poor suitability of the location for HGV access. While a limited number of prospective occupiers have been willing to consider the lower rental levels, flexible lease terms and the compromises presented by the dated configuration of the accommodation, none have been persuaded to proceed due to HGV access constraints.

- 5.24 Two particular occupiers - a packaging business based in Melksham and a haulage operator with local depots and a headquarters in Shepton Mallet have each carried out multiple inspections in an attempt to overcome these issues, but ultimately reached the same conclusion. Notably, the latter has previously occupied part of the site and is therefore well acquainted with its operational limitations. A food logistics distributor reached a similar position.
- 5.25 A small number of additional viewings have been undertaken with general industrial occupiers, including a plant hire company, who sought to offset the site's limitations against overall occupational costs; however, none progressed. Throughout the marketing period, pricing and lease terms have been kept under regular review, with flexibility prioritised to encourage occupation and longer term retention where possible.
- 5.26 The hangars have been consistently maintained and upgraded, including roof replacements with 10 year guarantees, installation of Mansafe access systems, LED lighting upgrades, fire alarm systems and continued maintenance of loading doors. While individual occupiers are responsible for their own security measures, the presence of existing CCTV installations, on-site security operators and MOD security provides a strong overall security environment.
- 5.27 A small number of inspections have also been undertaken by operators linked to emerging business uses attracted by the proximity to the runway and open land; however, these enquiries have not progressed, primarily due to location constraints and the cost of adapting the accommodation to modern operational requirements.
- 5.28 Further interest has been received from removal and archive storage operators, although demand within this sector has contracted over time. Limited discussions have also taken place with leisure-based users, but these proposals have not advanced due to the isolated location and insufficient local critical mass.

WHETHER THERE THE SITE IS REQUIRED TO SUPPORT THE LOCAL ECONOMY

- 5.29 To determine whether the site is required to support the local economy, it is important to assess whether there is a sufficient supply of allocated employment land and alternative premises to meet demand.
- 5.30 In terms of Colerne's place in the employment hierarchy of local towns, it is not regarded as a significant employment location within the Wiltshire area. The main economic centre in the area is the market town of Swindon, with the towns of Chippenham, Melksham and Corsham forming the main submarkets.
- 5.31 For the purpose of this assessment Alder King have focused upon the allocated employment sites and alternative premises within the A350 Functional Economic Market Area (FEMA), which acts as a sub-market of Wiltshire. This includes the towns of Bradford-on-Avon, Calne, Chippenham, Devizes, Melksham, Mere, Trowbridge, Warminster and Westbury. Where site areas have not been provided for individual sites, the areas have been measured by Alder King using an OS based mapping programme and are approximate.
- 5.32 A summary of the key employment land information is provided within Tables 1 to 4 that follow. Table 5 provides a summary of the supply of employment land measured in years.

Local Plan Employment Land Allocations in the A350 FEMA

- 5.33 The Wiltshire Core Strategy allocates the following sites in the A350 FEMA for employment land which are summarised in the table below:

Table 1: Wiltshire Core Strategy Employment Land Allocations in the A350 FEMA

Allocation	Wiltshire Area	Allocated Land (ha)
Land at Kingston Farm	Bradford-on-Avon	3.0
Land East of Beversbrook Farm	Calne	3.2
South West Chippenham	Chippenham	18.0
Rawlings Green	Chippenham	5.0
Land between A361 and Horton Road	Devizes	8.4
Nursteed Road	Devizes	1.5
Hampton Business Park	Melksham	6.0
Land at Mere	Mere	3.0
Ashton Park Urban Extension	Trowbridge	15.0
West Ashton Road	Trowbridge	10.0
Warminster Urban Extension	Warminster	6.0
Land at Mill Lane, Hawke Ridge	Westbury	14.7
North Acre Industrial Estate	Westbury	3.8
Total Allocated Employment Land		97.6

- 5.34 In total this equates to the provision of approximately 97.6 ha of allocated employment land within the A350 FEMA in the Wiltshire Core Strategy.
- 5.35 In terms of the status of these allocations, Alder King have undertaken both a desktop assessment and conducted site visits to the area to determine the remaining allocated employment land as of March 2026.
- 5.36 Table 2 below summarises the status of the allocated employment land in the A350 FEMA as of March 2026.

Table 2: Remaining Allocated Employment Land in the A350 FEMA

Allocation	Status	Remaining Land (ha)
Land at Kingston Farm	Developed	0.0
Land East of Beversbrook Farm	Partially Developed	1.5
South West Chippenham	Partially Developed	12.0
Rawlings Green	Undeveloped	5.0
Land between A361 and Horton Road	Undeveloped	8.4
Nursteed Road	Undeveloped	1.5
Hampton Business Park	Developed	0.0
Land at Mere	Partially Developed	2.5
Ashton Park Urban Extension	Undeveloped	15.0
West Ashton Road	Undeveloped	10.0
Warminster Urban Extension	Undeveloped	6.0
Land at Mill Lane, Hawke Ridge	Undeveloped	14.7
North Acre Industrial Estate	Partially Developed	2.0
Total Remaining Allocated Employment Land		78.6

5.37 As demonstrated in the analysis above, overall, of the 97.6 ha of employment land in the A350 FEMA allocated in the Wiltshire Council Core Strategy, there is 78.6 ha remaining as of March 2026.

5.38 In addition to the employment land allocated in the Wiltshire Council Core Strategy, the Council has also sought to allocated additional sites as part of their Local Plan Review Pre-Submission Draft 2020-2038 (Regulation 19). Whilst this plan has subsequently been withdrawn, it is nonetheless indicative of the future supply of allocated employment land determined suitable by the Council. These additional sites have been summarised in Table 3 below:

Table 3: Wiltshire Local Plan Review Employment Land Allocations in the A350 FEMA

Allocation	Wiltshire Area	Allocated Land (ha)
Land North of Spitfire Road	Calne	3.2
Land South of Chippenham and East of Showell Farm	Chippenham	15.0
Land East of Melksham	Melksham	5.0
Total Allocated Employment Land		23.2

5.39 In total this equates to the provision of approximately 23.2 ha of employment land was forecast to be allocated in the A350 FEMA as part of the Wiltshire Local Plan Review, prior to it being withdrawn. When combined with remaining employment allocations from the Wiltshire Core Strategy, this equates to 101.8 ha of allocated employment land within the A350 FEMA.

Employment Land Demand

5.40 We understand from Wiltshire Council that they do not monitor employment land take-up as part of their annual monitoring report. In the absence of this information, we have had regard to the Wiltshire Employment Land Review (ELR) Update from September 2023 prepared by Hardisty Jones Associates (HJA) for Wiltshire Council.

5.41 This ELR Update for Wiltshire Council is an update of the previous ELR, prepared in 2018. It considers employment land demand over the period from 2020 to 2038 based on economic and employment growth forecasts. The report assesses this demand across the three areas of Wiltshire including the A350 FEMA.

5.42 Figure 6.9 of the ELR shows that the total demand in the A350 FEMA under the Central Scenario (1a) is for 44 ha of land for industrial development and between 9 and 22 ha of land for office development, so a maximum of 66 ha of land to meet local demand. In addition to this, there is an indicative demand for approximately 23 ha for strategic logistics. We have summarised this information of employment land demand from Figure 6.9 in Table 4 below.

Table 4: Employment Land Demand under Scenario 1a: Central Scenario in A350 FEMA

Employment Land Demand	Employment Land (ha)
Demand for Offices (local)	9-22
Demand for Industrial (local)	44
Local Demand (maximum)	66
Demand for Strategic Logistics	23
Total Demand incl. Strategic Logistics (maximum)	89

5.43 This overall forecasted total demand equates to 3.7 ha per annum for local demand and 4.9 ha per annum for total demand in the A350 FEMA including strategic logistics.

5.44 Table 5 below provides a summary of the years supply of the remaining allocated employment land in the A350 FEMA, as outlined in paragraph 5.12, as of March 2026.

Table 5: Years Supply of Allocated Employment Land in based on Average Gross Industrial Floorspace Completions per Annum in Bath and Keynsham.

Employment Land Demand	Total Demand per Annum (ha)	Total Supply (ha)	Land Supply (years)
Local Demand	3.7	101.8	28 years
Total Demand incl. Strategic Logistics	4.9	101.8	21 years

Available Employment Floorspace

5.45 An assessment has been undertaken in March 2026 of available industrial floorspace, and commercial land within the A350 FEMA. Information was collated from local commercial agents' websites and online research using property databases including Rightmove Commercial and CoStar.

5.46 The research highlighted that there is 156,185 m² (1,681,176 sq. ft.) of industrial floorspace and 12,207 m² (131,393 sq. ft.) of office floorspace currently available to let within the A350 FEMA. Overall, this equates to 168,392 m² (1,812,569 sq. ft.) of available to let built floorspace.

5.47 Of this industrial floorspace, there are a number of newly constructed purpose-built units located at Junction 17 of the M4 to the north east of Colerne . These include the following:

- Unit C68 Indurent Park – 6,346 m2 (68,314 sq. ft.)
- Unit C82 Indurent Park – 7,658 m2 (82,432 sq. ft.)
- Unit C106 Indurent Park – 9,866 m2 (106,200 sq. ft.)
- Unit C112 Indurent Park – 10,394 m2 (111,878 sq. ft.)
- Unit C344 Indurent Park – 31,936 m2 (343,754 sq. ft.)

5.48 In addition to the built and available to let floorspace, there are a number of commercial development schemes with planning consents in place that are capable of adding significantly to the available employment floorspace in the A350 FEMA which are outlined below:

- Units 2 & 3 Methuen Park, Chippenham – 996 m2 (10,719 sq. ft.)
- Units 7 & 8 Indurent Park – 22,529 m2 (242,500 sq. ft.)
- Plot 200 Southpoint Business Park, Chippenham – 11,704 m2 (125,981 sq. ft.)
- Merlin Units 1 - 4 Hawke Ridge Business Park, Westbury – 6,716 m2 (72,288 sq. ft.)

5.49 Overall, these upcoming development schemes have the potential to deliver a further 41,944 m2 (451,488 sq. ft.) of employment floorspace.

5.50 It is generally the case a number of available premises will not be ‘caught’ by the above research as they are not registered with agents or online marketing portals and are traded directly within an informal local network of property owners and owner-occupiers.

WHETHER IT IS POSSIBLE TO REDEVELOP THE SITE FOR ALTERNATIVE EMPLOYMENT USES

Refurbishment of Existing Premises

- 5.51 As outlined in Section 3.0, the current site area of 7.12 ha (17.59 acres) consists of three large aircraft hangars of circa 4,280 m² (45,000 sq. ft.) each and associated hardstanding and grassland.
- 5.52 We have been advised by the landowner's agent that the refurbishment of the existing premises would be impractical due to the unique structural qualities of the existing hangars, lack of services, and limited natural light. The landowner and agent have made numerous efforts to sub-divide the building over the years to try and extract potential tenants, which has resulted in limited interest.

Redevelopment Viability Assessment

- 5.53 In assessing the re-development of the site for alternatively employment uses, we have appraised a new build employment scheme to create modern flexible employment floorspace to meet the requirements of the local market and occupiers.
- 5.54 We have undertaken local market research to inform our assessment of the rental values and yields. We have used the Building Cost Information Service (BCIS) Review Online in respect of the construction costs adopted. The BCIS of the Royal Institution of Chartered Surveyors (RICS) produces detailed cost information and indices and is a recognised source of assessing build costs when testing viability.
- 5.55 Our viability appraisal has been set up to provide a residual land value, having fixed the development profit. The result of the appraisal, the 'Residualised Amount' is compared against an indicative land value of the existing site, to consider the viability of the theoretical employment schemes in the current market conditions.
- 5.56 In arriving at our indicative land value for the subject site, we have had regard to commercial land values in the local area, assuming a cleared consented development site. Having reviewed the limited comparable evidence, and spoken to local commercial agents, we are advised that commercial land values range between £200,000 to £250,000 per acre. We have therefore adopted a BLV for the site of £3,500,000 (£200,000 per acre).

Office Assessment

- 5.57 We have been advised by the Alder King's commercial agency team that this location would not be suitable for an office development due to the lack of nearby workforce and as a result transport links expected for office developments, limited amenities in the vicinity to support an office function, and the lack of demand for secondary office space in provincial towns such as Colerne.

Industrial Assessment

- 5.58 The industrial development industry would expect on a site such as this, to achieve a development density for typical industrial uses of between 40 45% of the site area to produce the normal maximum ground floor building floorspace when taking into account access, turning, car parking and landscaping requirements.
- 5.59 Based on the above site coverage, we would expect the 7.12 ha (17.59 acre) site to produce approximately 30,658 m² (330,000 sq. ft.) of mixed industrial floorspace. This would be divided into various building types from a terrace of small trade counter units of 186 m² (2,000 sq. ft.) to large industrial warehouses of up 9,290 m² (100,000 sq. ft.).
- 5.60 We have adopted the appropriate BCIS build rates for the build costs for a commercial development scheme in line with the relevant RICS guidance. An extract of this BCIS data can be found at Appendix 3.

Appendix 3 – BCIS Extract

- 5.61 In addition to this, we have been advised by the client of the following abnormal and infrastructure costs that would be required to enable development of the site:
- Demolition – £1,500,000
 - Highways and Drainage – £1,500,000
- 5.62 We have undertaken an employment redevelopment appraisal of a new build employment scheme. Our illustrative appraisal and description of its main inputs and summary is at Appendix 4.

Appendix 4 – ARGUS Appraisal – Industrial Scheme

- 5.63 Our illustrative residual appraisals show that the proposed redevelopment scheme is not viable as detailed on the table below.
- 5.64 The sensitivity analysis demonstrates that for a new build industrial scheme to be viable at this location, when compared to the indicative land value for the existing site, the rents need to reach between £13.00 to £17.00 psf from the current £8.50 to £11.50 psf market rent level. This represents rental growth of over 50%.
- 5.65 It is our view that such rental growth expectations are unrealistic in the current economic climate and for the foreseeable future and thus confirms our view that the scheme is not a viable proposition.

Table 6: Commercial Viability Assessment Summary

	Commercial Appraisal
Site Area	7.12 ha (17.59 ac)
Floorspace Gross:	30,658 m2 (330,000 sq. ft.)
Market Rent (£/sq. ft.):	£8.50 - £11.50
Build Cost (£/sq. ft.):	£75.98
GDV Net Realisation:	£38,163,574
Total Construction Cost:	£38,227,068
Profit on GDV:	£5,724,536
Residual Land Value: (negative)	(£9,840,729)
Indicative Land Value:	£3,500,000
Surplus/Deficit: (negative)	(£13,340,729)
Sensitivity:	
Rent Required (£/sq. ft.):	£13.00 - £17.00
(Rent Uplift: £/sq. ft.):	£4.50 - £6.50
Resultant Land Value:	£2,952,598

6.0 Assessment Against Core Policy 35 and Policy ED1

Core Policy 35: Existing Employment Sites and Policy ED1: Existing and Future Employment Opportunities

- 6.1 Core Policy 35 is the main policy in the Wiltshire Core Strategy to ensure that Wiltshire's Principal Employment Areas should be retained for employment purposes. However, it recognises that in certain circumstances on employment sites outside of these, it may be appropriate to allow for the redevelopment of existing employment sites for an alternative use.
- 6.2 Policy EB1 of the Colerne Neighbourhood Plan is framed around Core Policy 35 of the Wiltshire Core Strategy and is intended to add more local traction with regards to loss of existing employment sites to alternative uses.
- 6.3 In respect of Core Policy 35 and Policy ED1 above, and with reference to the pre-application advice received from Wiltshire Council, the pivotal issues that have been addressed in this report are as follows:
 - Whether the site is fit for purpose.
 - Whether the site is required to support the local economy.
 - Whether it is possible to redevelop the site for alternative employment uses.
 - Whether the site has been marketed for employment use.

Whether the site is fit for purpose

- 6.4 In summary, notwithstanding the scale, specification and ongoing investment in the hangars, consistent market evidence demonstrates that the site fails to meet modern industrial and logistics occupier requirements due to fundamental access and connectivity constraints. The reliance on an unsuitable rural road network for regular HGV movements represents a structural limitation that cannot be mitigated through pricing, lease flexibility or building improvements, rendering the property not fit for purpose for its intended storage and industrial use.

Whether the site has been marketed for employment use

- 6.5 Taken together, the extent, duration and scope of the marketing campaign demonstrates that Hangar 18 has been subject to an active, thorough and sustained campaign, led by an experienced local agent and supported by appropriate national and industry specific marketing platforms, flexible commercial terms and ongoing investment in the accommodation. Despite this comprehensive

approach and repeated engagement from a range of potential occupiers over a prolonged period, interest has consistently failed to translate into significant lettings over a sustained period, evidencing a fundamental lack of market demand for the buildings in their current location and form.

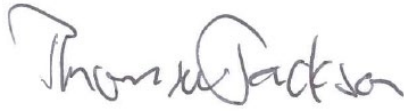
Whether the site is required to support the local economy

- 6.6 In order to assess whether the site is required to support the local economy, we have undertaken both a desktop analysis and a site visit to the A350 FEMA to assess the remaining employment land allocations in the Wiltshire Core Strategy and subsequent Wiltshire Council Local Plan Review. Alder King's analysis shows that within the A350 FEMA there is currently 101.8 ha of allocated employment land as of March 2026.
- 6.7 Projected demand for employment land the A350 FEMA, as assessed by HJA as part of the most recent Wiltshire Council ELR over the period 2020 to 2038, shows the average demand for employment land per annum for local demand was 3.7 ha, increasing to 4.9 when factoring in additional demand for strategic logistics.
- 6.8 The application of this demand to the allocated employment land within the A350 FEMA provides a theoretical land supply of between 21-28 years. It is considered that this represents a sufficient employment land supply in the A350 FEMA for both the Wiltshire Council Core Strategy Local Plan period from 2011 to 2026, and the Wiltshire Council Local Plan Review period from 2020 to 2038.
- 6.9 There is also currently 156,185 m² (1,681,176 sq. ft.) of industrial floorspace and 12,207 m² (131,393 sq. ft.) of office floorspace currently available to let within the A350 FEMA. Overall, this equates to 168,392 m² (1,812,569 sq. ft.) of available to let built floorspace.
- 6.10 In addition to this, there are also several development schemes in the pipeline which have the capacity to significantly increase the commercial floorspace availability. The subject site of 12,603 m² (135,659 sq. ft.) GIA represents 6% of the 210,336 m² (2,264,057 sq. ft.) of the total built and potential available to let floorspace in the A350 FEMA.
- 6.11 This analysis demonstrates that, in Alder King's view, the site is not required to support the local economy, and therefore redevelopment of the site for alternative uses should be permitted.

Whether it is possible to redevelop the site of alternative employment uses

- 6.12 Furthermore, our commercial viability assessment of an industrial scheme on the site, it is not currently economically viable to redevelop the site for industrial use, with rents needing to increase significantly by 50% in order to facilitate development.

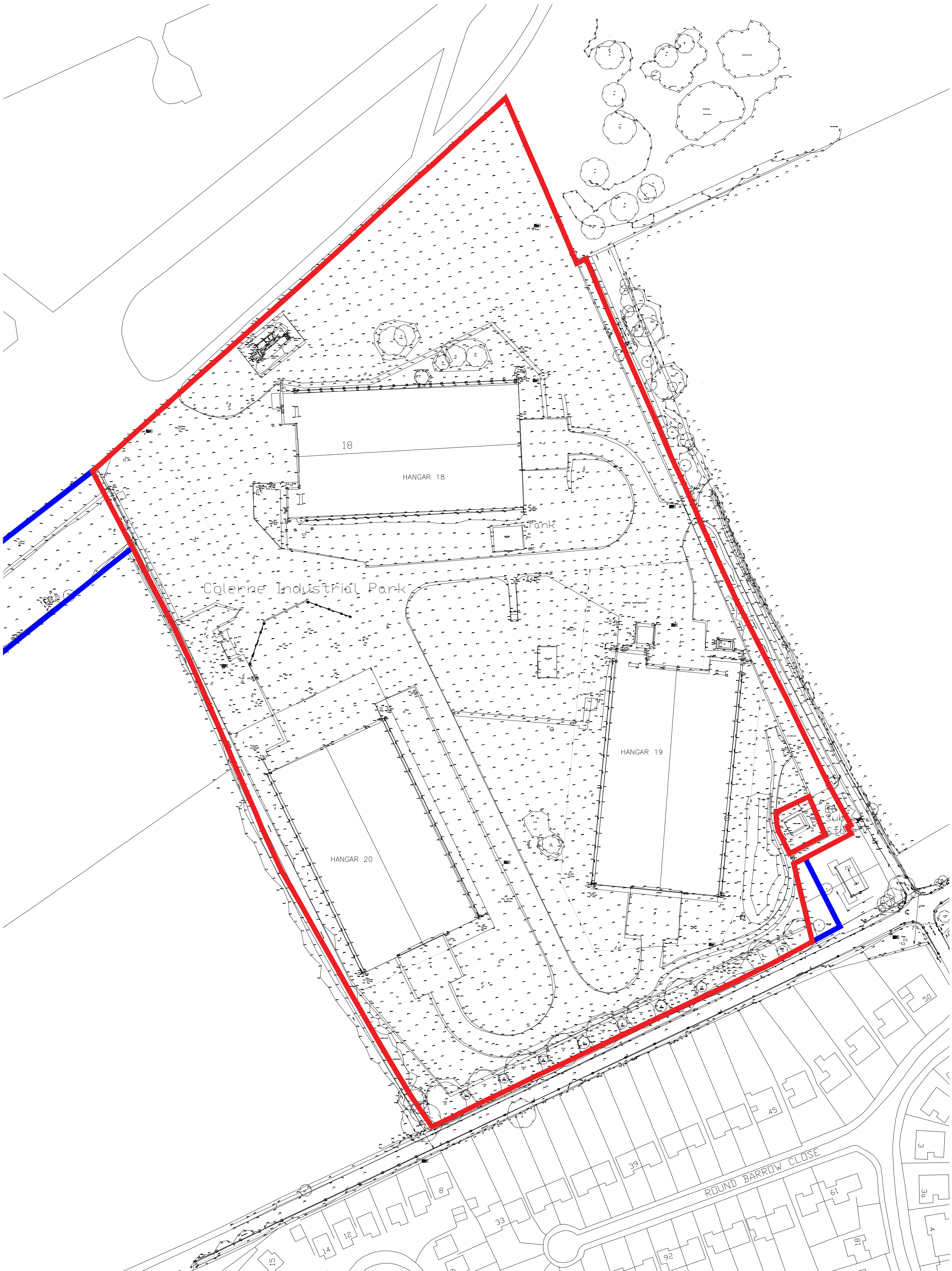
6.13 Overall, this report concludes that all of the above provide justification under Core Policy 35 and Policy EB1 for the subject site to be redeveloped for an alternative residential use.

A handwritten signature in dark ink that reads 'Thomas Jackson'.

.....
Thomas Jackson MSc MRICS
Senior Surveyor

For and on Behalf of
Alder King LLP
tjackson@alderking.com

Appendix 1: Site Location Plan



Rev	Date	Details	Rev	Status
Project	Stage	Drawing	Rev	Status
3746	2	1002	-	PLANNING

Scale	Size	Drawn	Check	Creation
1:1000	A2 P	MD	MB	

Hangars 18, 19 and 20
Colerne
Site Plan
As Existing

HANGAR 18

COLERNE INDUSTRIAL & STORAGE PARK

Colerne, Nr Chippenham
SN14 8HT

REFURBISHED HANGAR SPACE / WAREHOUSE

45,221 SQ FT (4,201 SQ M) TO LET

- NEW ROOF & LED LIGHTING THROUGHOUT
- 10.5M (34 FT) MIDPOINT EAVES HEIGHT
- EXTENSIVE EXTERNAL HARD STANDING
- OUTSIDE AREAS IDEAL FOR OPEN STORAGE
- SECURE LOCATION 'HIDDEN AWAY BUT NOT CUT OFF'

**LAST ONE
REMAINING**



Appendix 2: Marketing Brochure

COLERNE INDUSTRIAL & STORAGE PARK

Colerne Industrial & Storage Park comprises three hangars on a secure 14 acre site. The other two hangars are occupied and Hangar 18 has recently undergone an extensive refurbishment programme including a new roof covering with 10 year guarantee, and new LED lighting throughout. It offers clear span storage opportunities with a maximum height of 10.5m (34').

There are generous external hard standing areas suitable for ancillary open storage.

HANGAR 18 KEY FEATURES

- 10.5m (34') maximum internal height
- Large front and rear loading doors
- 2.6m perimeter security fence
- Large hard standing areas for circulation and external storage
- Ample parking
- Three phase power
- New LED lighting

REFURBISHED ACCOMMODATION

The hangar has been measured on a Gross Internal Basis in accordance with the RICS Code of Measuring Practice and provides the following area:

AREA	SQ FT	SQ M
Hangar 18	45,221	4,201

HANGAR 18
COLERNE INDUSTRIAL
& STORAGE PARK





EXTERNAL - HANGAR 18



STORAGE EXAMPLE - YOU CAN FIT A LOT OF STUFF IN HERE

HANGAR 18
COLERNE INDUSTRIAL
& STORAGE PARK

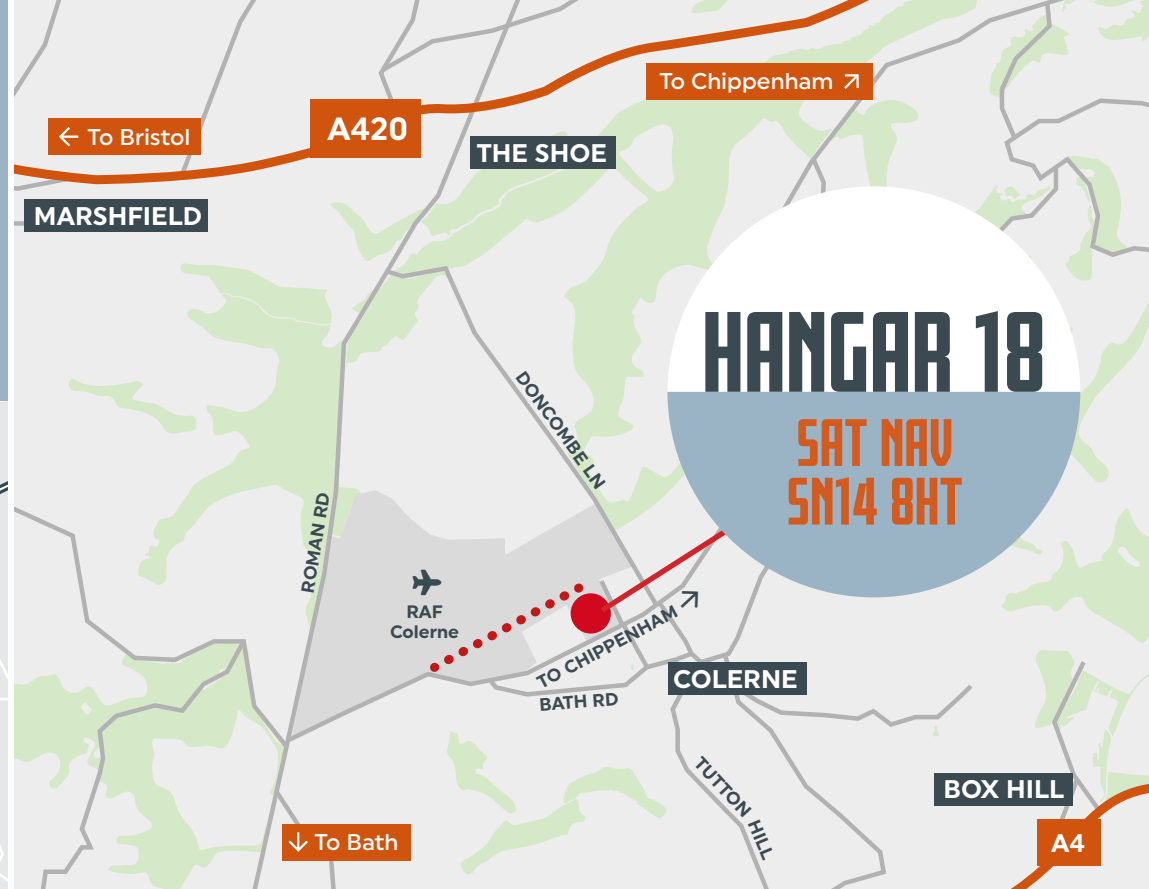


INDICATIVE PHOTOGRAPH OF HANGAR 19 - ROLLER SHUTTER DOOR

IDEALLY LOCATED BETWEEN CHIPPENHAM AND BATH

Colerne Industrial & Storage Park is located at Colerne, midway between Chippenham and Bath.

Junctions 17 and 18 of the M4 motorway are readily accessible, providing excellent links to the national motorway network and The Estate can be accessed from the A4 Bath Road to the south and A420 Bristol Road to the north. Both these main roads join the A350 leading to Junction 17 and the A46 leading to Junction 18.



TERMS The hangar is available by way of new lease for a term of years to be agreed direct from the Landlord.

ENERGY PERFORMANCE CERTIFICATE The energy performance certificate rating is C (73). The full certificate and recommendations can be provided on request.

BUSINESS RATES The Valuation Office Agency website describes the property as "Store and Premises" with a rateable value of £94,000. Interested parties should make their own enquiries to Wiltshire Council to ascertain the exact rates payable as a change in occupation may trigger an adjustment of the rating assessment www.voa.gov.uk

PLANNING The property has established use for Class B8 Storage and Distribution.

SERVICES We are advised that single and three phase electricity supplies are connected to the premises. Water and sewage are provided via private systems to the Estate. We confirm that we have not tested any of the service installations. Any occupier must satisfy themselves independently as to the state and condition of such items.

LEGAL COSTS Each party is to be responsible for their own legal costs incurred in the transaction.

VAT Under the Finance Acts 1989 and 1997, VAT will be levied on the Rent. We recommend that prospective tenants establish the implications before entering into any agreement.

REFERENCES/RENTAL DEPOSITS Financial and accountancy references may be sought from any prospective tenant prior to agreement. Prospective tenants may be required to provide a rental deposit subject to landlords' discretion.

ANTI-MONEY LAUNDERING REGULATIONS In accordance with Anti-Money Laundering Regulations, evidence of identity and source of funding will be required from the successful purchaser/tenant prior to instructing solicitors.

VIEWING ARRANGEMENTS For further information or to arrange an inspection, please contact the sole agents.

alder king

PROPERTY CONSULTANTS

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Important Notice: These particulars do not constitute any offer of contract and although they are believed to be correct, their accuracy cannot be guaranteed and they are expressly excluded from any contract.

Subject to Contract: Alder King LLP is a Limited Liability Partnership registered in England and Wales. No OC306796. Registered Office: Pembroke House, 15 Pembroke Road, Clifton, Bristol, BS8 3BA. A list of all Members is available at the registered office.

Appendix 3: BCIS Extract

£/M2 STUDY

Description: Rate per m2 gross internal floor area for the building Cost including prelims.

Last updated: 07-Mar-2026 08:04

Rebased to North Wiltshire (98; sample 24)

MAXIMUM AGE OF RESULTS: DEFAULT PERIOD

Building function (Maximum age of projects)	£/m² gross internal floor area						Sample	
	Mean	Lowest	Lower quartiles	Median	Upper quartiles	Highest		
New build								
284. Warehouses/stores								
Generally (15)	1,031	447	688	874	1,103	3,289	47	
Up to 500m2 GFA (15)	1,641	750	1,103	1,281	1,969	3,289	6	
500 to 2000m2 GFA (15)	973	532	755	919	1,077	1,850	14	
Over 2000m2 GFA (15)	926	447	659	761	1,056	2,491	27	
284.1 Advance warehouses/stores (15)	838	462	696	816	1,023	1,192	10	
341.1 Retail warehouses								
Generally (25)	1,135	585	865	1,004	1,206	3,273	44	
Up to 1000m2 (25)	1,201	818	886	1,024	1,153	3,273	12	
1000 to 7000m2 GFA (25)	1,156	585	910	1,013	1,307	2,325	28	
7000 to 15000m2 (25)	845	825	-	-	-	864	2	
Over 15000m2 GFA (30)	941	818	-	-	-	1,063	2	

Appendix 4: ARGUS Appraisal – Industrial Scheme

APPRAISAL SUMMARY**ALDER KING LLP****Colerne - Commercial Scheme****Appraisal Summary for Phase 1**

Currency in £

REVENUE**Rental Area Summary**

	Units	ft²	Rent Rate ft²	Initial MRV/Unit	Net Rent at Sale	Initial MRV
Unit 1 - Large Distribution Unit	1	100,000	8.50	850,000	850,000	850,000
Units 2-3 - Industrial Unit (Large)	2	110,000	9.00	495,000	990,000	990,000
Units 4-7 - Industrial Units (Medium)	4	80,000	9.50	190,000	760,000	760,000
Units 8-17 - Trade Counter Units	10	20,000	11.50	23,000	230,000	230,000
Units 18-27 - Trade Counter Units	<u>10</u>	<u>20,000</u>	11.50	23,000	<u>230,000</u>	<u>230,000</u>
Totals	27	330,000			3,060,000	3,060,000

Investment Valuation**Unit 1 - Large Distribution Unit**

Market Rent	850,000	YP @	7.5000%	13.3333	
(1yr Rent Free)		PV 1yr @	7.5000%	0.9302	10,542,636

Units 2-3 - Industrial Unit (Large)

Market Rent	990,000	YP @	7.5000%	13.3333	
(1yr Rent Free)		PV 1yr @	7.5000%	0.9302	12,279,070

Units 4-7 - Industrial Units (Medium)

Market Rent	760,000	YP @	7.5000%	13.3333	
(1yr Rent Free)		PV 1yr @	7.5000%	0.9302	9,426,357

Units 8-17 - Trade Counter Units

Market Rent	230,000	YP @	7.5000%	13.3333	
(6mths Rent Free)		PV 6mths @	7.5000%	0.9645	2,957,756

Units 18-27 - Trade Counter Units

Market Rent	230,000	YP @	7.5000%	13.3333	
(6mths Rent Free)		PV 6mths @	7.5000%	0.9645	2,957,756

Total Investment Valuation**38,163,574****NET REALISATION****38,163,574****OUTLAY****ACQUISITION COSTS**

Residualised Price (Negative land)	(9,840,729)	(9,840,729)
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CONSTRUCTION COSTS**Construction**

	ft²	Build Rate ft²	Cost
Unit 1 - Large Distribution Unit	100,000	70.70	7,070,000
Units 2-3 - Industrial Unit (Large)	110,000	70.70	7,777,000
Units 4-7 - Industrial Units (Medium)	80,000	81.20	6,496,000
Units 8-17 - Trade Counter Units	20,000	93.27	1,865,400
Units 18-27 - Trade Counter Units	<u>20,000</u>	93.27	<u>1,865,400</u>
Totals	330,000 ft²		25,073,800

Contingency	5.00%	1,721,940	1,721,940
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Other Construction Costs

External/Landscaping Works	6,365,000
Demolition	1,500,000
Highways and Drainage	1,500,000
	9,365,000

APPRAISAL SUMMARY**ALDER KING LLP****Colerne - Commercial Scheme****PROFESSIONAL FEES**

Professional Fees	6.00%	2,066,328	
			2,066,328

MARKETING & LETTING

Letting Agent Fee	10.00%	306,000	
Letting Legal Fee	5.00%	153,000	
			459,000

DISPOSAL FEES

Sales Agent Fee	1.00%	381,636	
Sales Legal Fee	0.50%	190,818	
			572,454

TOTAL COSTS BEFORE FINANCE**29,417,793****FINANCE**

Debit Rate 8.000%, Credit Rate 1.000% (Nominal)			
Land		(1,928,645)	
Construction		4,741,894	
Letting		207,997	
Total Finance Cost			3,021,245

TOTAL COSTS**32,439,038****PROFIT****5,724,536****Performance Measures**

Profit on Cost%	17.65%
Profit on GDV%	15.00%
Profit on NDV%	15.00%
Development Yield% (on Rent)	9.43%
Equivalent Yield% (Nominal)	7.50%
Equivalent Yield% (True)	7.87%
IRR% (without Interest)	29.95%
Rent Cover	1 yr 10 mths
Profit Erosion (finance rate 8.000)	2 yrs 1 mth



Alder King Property Consultants
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