

**Democratic Services**

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**Your ref:**

**Our ref:** CRS

**Date:** 30 April 2012

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**To: All Members of the Cabinet**

Councillor Paul Crossley	Leader of the Council
Councillor Nathan Hartley	Deputy Leader of the Council and Cabinet Member for Early Years, Children and Youth
Councillor David Bellotti	Cabinet Member for Community Resources
Councillor Simon Allen	Cabinet Member for Wellbeing
Councillor Tim Ball	Cabinet Member for Homes and Planning
Councillor Cherry Beath	Cabinet Member for Sustainable Development
Councillor David Dixon	Cabinet Member for Neighbourhoods
Councillor Roger Symonds	Cabinet Member for Transport

Chief Executive and other appropriate officers  
Press and Public

Dear Member

**Cabinet: Wednesday, 9th May, 2012**

You are invited to attend a meeting of the **Cabinet**, to be held on **Wednesday, 9th May, 2012**  
at **6.30 pm** in the **Council Chamber - Guildhall, Bath**.

The agenda is set out overleaf.

Yours sincerely

Col Spring  
for Chief Executive

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The decisions taken at this meeting of the Cabinet are subject to the Council's call-in procedures. Within 5 clear working days of publication of decisions, at least 10 Councillors may signify in writing to the Chief Executive their wish for a decision to be called-in for review. If a decision is not called-in, it will be implemented after the expiry of the 5 clear working day period.

**If you need to access this agenda or any of the supporting reports in an alternative accessible format please contact Democratic Services or the relevant report author whose details are listed at the end of each report.**

This Agenda and all accompanying reports are printed on recycled paper

## NOTES:

- 1. Inspection of Papers:** Any person wishing to inspect minutes, reports, or a list of the background papers relating to any item on this Agenda should contact Col Spring who is available by telephoning Bath 01225 394942 or by calling at the Riverside Offices Keynsham (during normal office hours).
- 2. Public Speaking at Meetings:** The Council has a scheme to encourage the public to make their views known at meetings. They may make a statement relevant to what the meeting has power to do. They may also present a petition or a deputation on behalf of a group. Advance notice is required not less than two full working days before the meeting (this means that for meetings held on Wednesdays, notice must normally be received in Democratic Services by 4.30pm the previous Friday but Bank Holidays will cause this to be brought forward).

The public may also ask a question to which a written answer will be given. Questions must be submitted in writing to Democratic Services at least two full working days in advance of the meeting (this means that for meetings held on Wednesdays, notice must normally be received in Democratic Services by 4.30pm the previous Friday but Bank Holidays will cause this to be brought forward). If an answer cannot be prepared in time for the meeting it will be sent out within five days afterwards. Further details of the scheme can be obtained by contacting Col Spring as above.

- 3. Details of Decisions taken at this meeting** can be found in the minutes which will be published as soon as possible after the meeting, and also circulated with the agenda for the next meeting. In the meantime details can be obtained by contacting Col Spring as above.

Appendices to reports are available for inspection as follows:-

**Public Access points** - Riverside - Keynsham, Guildhall - Bath, Hollies - Midsomer Norton, and Bath Central, Keynsham and Midsomer Norton public libraries.

**For Councillors and Officers** papers may be inspected via Political Group Research Assistants and Group Rooms/Members' Rooms.

- 4. Attendance Register:** Members should sign the Register which will be circulated at the meeting.
- 5. THE APPENDED SUPPORTING DOCUMENTS ARE IDENTIFIED BY AGENDA ITEM NUMBER.**
- 6. Emergency Evacuation Procedure**

When the continuous alarm sounds, you must evacuate the building by one of the designated exits and proceed to the named assembly point. The designated exits are sign-posted.

Arrangements are in place for the safe evacuation of disabled people.

- 7. Officer Support to the Cabinet**  
Cabinet meetings will be supported by the Director's Group.
- 8. Recorded votes**  
A recorded vote will be taken on each item.

**Cabinet - Wednesday, 9th May, 2012**

**in the Council Chamber - Guildhall, Bath**

**A G E N D A**

1. WELCOME AND INTRODUCTIONS

2. EMERGENCY EVACUATION PROCEDURE

*The Chair will draw attention to the emergency evacuation procedure as set out under Note 6*

3. APOLOGIES FOR ABSENCE

4. DECLARATIONS OF INTEREST UNDER THE LOCAL GOVERNMENT ACT 1972

*To receive any declarations from Members/Officers of personal or prejudicial interests in respect of matters for consideration at this meeting. Members who have an interest to declare are asked to:*

*a) State the Item Number in which they have the interest;*

*b) The nature of the interest;*

*c) Whether the interest is personal, or personal and prejudicial.*

*Any Member who is unsure about the above should seek advice from the Monitoring Officer prior to the meeting in order to expedite matters at the meeting itself.*

5. TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR

6. QUESTIONS FROM PUBLIC AND COUNCILLORS

*At the time of publication, 5 items had been submitted*

7. STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

*At the time of publication, 12 items had been notified*

8. MINUTES OF PREVIOUS CABINET MEETING (Pages 7 - 16)

*To be confirmed as a correct record and signed by the Chair*

9. CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET

*This is a standard agenda item, to cover any reports originally placed on the Weekly list for single Member decision making, which have subsequently been the subject of a Cabinet Member requisition to the full Cabinet, under the Council's procedural rules*

10. CONSIDERATION OF MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES

*This is a standing agenda item (Constitution rule 21, part 4D – Executive Procedure Rules) for matters referred by Policy Development and Scrutiny bodies.*

*On this occasion, the Resources PDS Panel has referred some recommendations to Cabinet following a working group. Councillor John Bull, the Chair of the Panel, will be invited to address the Cabinet.*

11. SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING (Pages 17 - 18)

*This report lists any Cabinet Single Member decisions taken and published since the last Cabinet meeting.*

12. WORLD HERITAGE SITE SETTING SUPPLEMENTARY PLANNING DOCUMENT (Pages 19 - 22)

*This document provides information and tools needed for the protection and management of the World Heritage Site setting in support of policies in the Local Plan and the Core Strategy. Approval is requested from the Cabinet to go out to Public Consultation during May – June 2012. Following consultation, the final version of the document will be reported to Cabinet for adoption as a Supplementary Planning Document.*

**Note:** *The SPD document is very large, so copies will be put on display at the Council's Public Inspection Points and in the Council's Political Group Rooms.*

13. GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE SITE ALLOCATIONS PLAN PREFERRED OPTIONS CONSULTATION (Pages 23 - 168)

*The Gypsies, Travellers and Travelling Showpeople Site Allocations Development Plan Document is a formal planning document which will allocate land for the development of authorised Gypsy and Traveller pitches across the District. The Preferred Options document is the second stage of consultation, following on from the Issues and Options consultation that took place between November 2011 and January 2012. It puts forward seven 'preferred' sites which have the potential to be allocated for development which could meet the identified unmet need in Bath and North East Somerset. The Preferred Options paper seeks public feedback on those sites.*

14. COMMUNITY EMPOWERMENT FUND (Pages 169 - 178)

*This report sets out the latest situation relating to the Community Empowerment Fund which was agreed by Cabinet on 2nd March 2011. It makes specific recommendations relating to the Performance Reward Grant "Main Grant Fund" of £1m and the £336,000 element of the Council's Community Empowerment Fund for helping disadvantaged communities, regeneration and localism projects.*

15. THE GUILD CO-WORKING HUB

**Note:** *The papers were not available for despatch and will be distributed under separate cover.*

16. KEYNSHAM TOWN CENTRE REGENERATION AND WORKPLACES PROGRAMME – RIVERSIDE SITE ASSEMBLY AND COMPULSORY PURCHASE ORDER (Pages 179 - 184)

*In certain circumstances a Local Authority has the legal right to use Compulsory Purchase Order powers to acquire land to achieve certainty of delivery of its redevelopment and/or highway aspirations. It is beneficial if the Council makes it clear whilst negotiations continue that it is prepared to use CPO powers should the need arise. The CPO process in relation to the Riverside site, Keynsham will only be exercised if it is considered to be necessary by the Chief Property Officer, in consultation with the S151 Officer and Cabinet Member for Community Resources.*

17. NEWBRIDGE AND WESTON - PARKING RESTRICTIONS TRO (Pages 185 - 230)

*The Cabinet is asked to consider the points raised during the public consultation of Traffic Regulation Order "(Various Roads Newbridge & Weston Bath) (Prohibition & Restriction of Waiting) (Prohibition of Loading/Unloading)" Traffic Regulation Order and decide whether to proceed with the proposed scheme.*

18. CABINET RESPONSE TO RESOURCES PDS WORKING GROUP RECOMMENDATIONS

*The Chair of the Panel will introduce the Panel's recommendations.*

**Note:** *This item is for information only. No implementable decisions will be made by Cabinet and the item will therefore not be subject to Call-in*

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### BATH AND NORTH EAST SOMERSET

### CABINET

Wednesday, 11th April, 2012

The decisions contained within these minutes may not be implemented until the expiry of the 5 working day call-in period which will run from Fri 13-Apr to Thu 19-Apr. These minutes are draft until confirmed as a correct record at the next meeting.

#### Present:

Councillor Paul Crossley	Leader of the Council
Councillor Nathan Hartley	Deputy Leader of the Council and Cabinet Member for Early Years, Children and Youth
Councillor David Bellotti	Cabinet Member for Community Resources
Councillor Simon Allen	Cabinet Member for Wellbeing
Councillor Tim Ball	Cabinet Member for Homes and Planning
Councillor Cherry Beath	Cabinet Member for Sustainable Development
Councillor David Dixon	Cabinet Member for Neighbourhoods
Councillor Roger Symonds	Cabinet Member for Transport

#### 187 WELCOME AND INTRODUCTIONS

The Chair was taken by Councillor Paul Crossley, Leader of the Council.  
The Chair welcomed everyone to the meeting.

#### 188 EMERGENCY EVACUATION PROCEDURE

The Chair drew attention to the evacuation procedure as set out in the Agenda.

#### 189 APOLOGIES FOR ABSENCE

There were no apologies for absence.

#### 190 DECLARATIONS OF INTEREST UNDER THE LOCAL GOVERNMENT ACT 1972

There were none.

#### 191 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR

There was none.

#### 192 QUESTIONS FROM PUBLIC AND COUNCILLORS

There were 12 questions from the following people: Councillors Brian Webber (4), John Bull, Tim Warren, Vic Pritchard, Patrick Anketell-Jones (2), Paul Myers (2), Matthew Blankley.

*[Copies of the questions and response, including supplementary questions and responses have been placed on the Minute book as Appendix 1 and are available on the Council's website.]*

**193 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS**

There were three registered statements, all of which were made immediately before the item to which they related.

**194 MINUTES OF PREVIOUS CABINET MEETING**

On a motion from Councillor Paul Crossley, seconded by Councillor Nathan Hartley (and subject to an amendment in Minute item 183 on page 29 to the effect that a date of 22<sup>nd</sup> May be corrected to 2<sup>nd</sup> May), it was

**RESOLVED** that the minutes of the meeting held on Wednesday 14th March 2012 be confirmed as a correct record and signed by the Chair.

**195 CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET**

There were none.

**196 CONSIDERATION OF MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES**

There were none.

**197 SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING**

The Cabinet agreed to note the report.

**198 BATH & NORTH EAST SOMERSET COUNCIL PUBLIC LIBRARY PLAN 2012-15**

Councillor Malcolm Veal in an *ad hoc* statement welcomed some elements of the plans, particularly relating to the volunteering, home delivery and the plans for Paulton Library. He felt however that a more strategic vision was required for the future. There had been a 900-signature petition to save the mobile libraries but the report showed that the service was being cut. He urged the Cabinet to take more time to consider the options available before making a decision.

Peter Duppa Miller in an *ad hoc* statement on behalf of Combe Hay Parish Council welcomed the pilot library at Wellow.

Councillor David Dixon, in proposing the item, said that the Council had consulted widely before bringing the Library Plan for approval. A way had been found to avoid cutting both mobile libraries, in addition to retaining all the smaller libraries which would be able to open longer hours as a result of the proposals. The community libraries proposals were exciting, and he had set a target of 3 to be opened by March 2013. The planned library links in post offices and shops was also exciting and would greatly benefit communities where a library building was not viable.

Councillor Paul Crossley seconded the proposal. He explained to Councillor Veal that the plans would ensure the future of local libraries long into the future. He



announced that Ed Vaisey (Minister for Culture) has agreed to visit the opening of the first community library, and invited Peter Duppa Miller to join them on that day.

Councillor Nathan Hartley said that the Cabinet had been determined to invest in the mobile library service, despite the fact that Somerset, Wilts and South Glos were all cutting large amounts from their library services. He noted that opening hours were being extended and the mobile service maintained following the extensive consultation process. He had been delighted to hear about the “friends” groups being set up, and observed that there had been no problem getting volunteers. He warmly welcomed the planned extension to the Home Library Service, which would be a great benefit to vulnerable people.

Councillor Roger Symonds said that he had at first been concerned about the future of the mobile service in his own ward, but was now pleased with the plans which would ensure improvement into the future.

Councillor David Dixon thanked Councillor Symonds for his involvement in developing the plans. He mentioned that free WiFi was also being extended into libraries.

On a motion from Councillor David Dixon, seconded by Councillor Paul Crossley, it was

**RESOLVED** (unanimously)

(1) To APPROVE the Library plan and funding options.

## **199 IMPLEMENTATION OF 20MPH SPEED LIMITS IN BATH & NE SOMERSET**

Jane Roberts (a resident of Coronation Avenue) in a statement [*a copy of which is attached to the Minutes as Appendix 2 and on the Council's website*] appealed to the Cabinet to include Coronation Avenue and some neighbouring streets in the 20mph scheme. She presented a petition with 200 signatures and said that more people were signing every day. The main concern had been the school on Coronation Avenue, which had 3 crossing patrol people and would benefit greatly if included.

The Chair referred the statement and petition to Councillor Roger Symonds, for consideration and response in due course.

Councillor Tim Ball asked Jane Roberts whether there had been any near accidents in the vicinity during the crossing patrol periods and whether the imposition of a 20mph zone would improve that. Jane agreed that a 20mph limit would make the children much safer before and after school.

Councillor Charles Gerrish in an *ad hoc* statement referred to paragraph 2.2 of the report and asked Cabinet to take note that the stretch of Charlton Road, between the British Legion and St Ladoc Road, should not be classified as a main road because of the regular close shaves caused by the sudden narrowing of the road. He felt that this stretch must be included in the 20mph zone.

Councillor Tim Warren in an *ad hoc* statement said his Group was mainly in favour of the proposals but had some concerns. He asked how the zones would be policed, and asked for consultation on a ward-by-ward level.

Peter Duppa Miller in an *ad hoc* statement asked that in rural areas the Cabinet should consult very carefully because it would be very important to small communities to maximise safety without imposing a clutter of signage.

Councillor Vic Pritchard in an *ad hoc* statement reminded Cabinet that Ubley Parish Council had once been a keen supporter of such a zone, until it had been implemented because of the ugly signage, particularly in the small roads off the main road.

Councillor Roger Symonds in proposing the item, agreed with Peter Duppa Miller that signage should be minimised. In response to the comment made by Councillor Charles Gerrish, he agreed that the narrow stretch of Charlton Road could be included. He referred to Councillor Tim Warren's question about policing, and agreed that the police were unlikely to police the zones very robustly because of their own stretched resources, but he felt nevertheless that after campaigning for so long that "20 is plenty", now was the time to implement these plans. Lowering speeds from 30mph to 20mph would reduce accidents by up to 70%. He felt that the zones would be mainly self-enforcing.

Councillor Cherry Beath seconded the proposal and said that driving too fast in residential areas was seen by local people as a major issue.

Councillor Tim Ball supported the proposals. He reported that there had been a 20mph scheme in Twerton for 20 years which had never needed enforcing, although he observed that a small minority of "racers" would never observe any speed limit. Only one person had ever objected to the scheme.

Councillor Roger Symonds confirmed that the signage would be surrounded by red circles (not green) and would be enforceable.

On a motion from Councillor Roger Symonds, seconded by Councillor Cherry Beath, it was

**RESOLVED** (unanimously)

- (1) To AGREE that subject to public consultation and completion of statutory processes, 20mph speed limits are implemented on residential streets in Bath and North East Somerset;
- (2) To EXCLUDE the main traffic routes from 20mph speed limits;
- (3) To APPROVE the 2 year delivery programme;
- (4) To DELEGATE authority to the Divisional Director Planning and Transport Development in consultation with the Cabinet Member for Transport to amend and add to the programme as appropriate;
- (5) To AGREE that informal consultation will be carried out with stakeholders and residents in streets to be included in each 20mph speed limit area prior to the Order being formally advertised; and
- (6) To AGREE that any objections to the Order will be considered by the Cabinet Member for Transport prior to making a Single Member Decision on whether to make the Order.

**200 PLANNING POLICY ON TEMPORARY FESTIVAL BANNERS AND PROMOTIONAL MATERIAL**

Jane Brown (Bath Preservation Trust) in a statement [*a copy of which is attached to the Minutes as Appendix 3 and on the Council's website*] welcomed the Council's intention to manage banner displays, but felt that option 3 would be too heavy-handed and expensive. She asked Cabinet to approve option 2. The Trust was willing to work with Cabinet to produce suitable guidance.

Councillor Tim Ball thanked Jane Brown for her statement. He agreed to involve the Bath Preservation Trust in the plans and said he would ask officers to prepare a stakeholders engagement schedule. He confirmed however that he believed that option 3 was the right way ahead and moved the recommendation to progress Option 3.

Councillor David Dixon seconded the proposal. He observed that a recent international conference on digital media had been held in Bath, but no one had known because there was no public signage. More recently, the Bath Literary Festival had been held but there had also been no public signage. He felt that the city should celebrate the many events which are held in the city and that properly managed signage was one way to do this. He emphasised the importance of good design and proper lamppost fixings to ensure that the best impression is given to visitors to the city.

Councillor Cherry Beath was very pleased that the issue was at last being addressed. She agreed that the Bath Preservation Trust should be involved in preparing the guidance notes.

Councillor Tim Ball confirmed that he would engage with the Trust at an early stage.

On a motion from Councillor Tim Ball, seconded by Councillor Cherry Beath, it was

**RESOLVED** (unanimously)

(1) To PROGRESS the process outlined in Option 3: Maximise Control and Corporate Management; and

(2) To ASK that a further report is brought to Cabinet following completion of the stages A-E so that Cabinet can consider the submission of a planning application; agree the implementation process; and agree any necessary additional funding to cover additional costs.

## **201 CONCEPT STATEMENTS FOR MOD SITES IN BATH**

Jane Brown (Bath Preservation Trust) in a statement [*a copy of which is attached to the Minutes as Appendix 4 and on the Council's website*] welcomed the publication of the draft statements and supported the consultation and communication approach outlined in the proposals. She asked that the Trust be consulted on the development of the guidance documents.

Councillor Charles Gerrish in an *ad hoc* statement welcomed the principle but expressed considerable disappointment that the issue had been brought to Cabinet before any discussion with the Local Development Fund Steering Group. He observed that the Ensleigh proposals mentioned the view “from Beckfords Tower” but not the view “of Beckfords Tower”. This was a significant omission and he felt it must be remedied.

Councillor Patrick Anketell-Jones in an *ad hoc* statement said that he felt the Ensleigh proposals would struggle to exist in their own right, if in competition with Fox Hill. He asked Cabinet to ensure its viability.

Councillor Tim Ball in proposing the item, said that the documents were still draft, and that a consultation period was starting. He acknowledged that although the formal consultation process would end on 31<sup>st</sup> of May, but agreed with Councillor Gerrish that the LDF Steering Group would be fully consulted before the end of the period. He made a promise to Councillor Patrick Anketell-Jones that full consideration would be given to his comments about the Ensleigh proposals.

Councillor Ball moved the recommendations, but with one amendment, the effect of which would be to confirm that the consultation responses would be used to amend the documents before they were launched.

Councillor Nathan Hartley seconded the proposal. He observed that the proposals were about more than building houses – they needed to be about building communities. He said that integration into the existing communities must be ensured, and reminded Cabinet of the lost opportunity in Peasedown St John where the failure to build a link road between the old and the new had led to social division.

Councillor Roger Symonds said that the proposals were very good. They would include 20mph speed limits from the start. He observed that plans had gone ahead very quickly, and asked how people would be kept informed. He suggested that, in order to ensure good consultation with the 3 existing communities, a leaflet drop should be arranged.

Councillor Cherry Beath said that she welcomed Councillor Ball's amended wording, which she felt would underline that the Cabinet wished to listen.

Councillor Tim Ball thanked all contributors. He agreed with Councillor Symonds that a leaflet drop would be arranged on all 3 sites.

On a motion from Councillor Tim Ball, seconded by Councillor Nathan Hartley, it was **RESOLVED** (unanimously)

- 1) To APPROVE the draft Concepts Statements for the MoD sites at Ensleigh, Foxhill, and Warminster Road for public consultation;
- (2) To DELEGATE authority to the Divisional Director of Planning & Transport, in consultation with the Cabinet Member for Homes and Planning, to make minor textual amendments prior to publication of the draft Concepts Statements for public consultation;
- (3) To APPROVE the public consultation strategy; and
- (4) To CONSIDER the comments received and revise the concept statements before their endorsement and launch.

## **202 PROPOSALS FOR A COMMUNITY INFRASTRUCTURE LEVY FOR BATH & NORTH EAST SOMERSET**

Councillor Tim Ball in proposing the item, said that the levy would be a tax on building, which would cover the infrastructure costs which presently were covered by s.106 agreements. The levy would essentially replace s.106 although some s.106 agreements might still exist.

Councillor David Bellotti, in seconding the proposal, asked Councillor Ball to agree to an amendment to table 2 in section 4.21 of the Draft Schedule document (and reproduced in section 5.7 of the report), the effect of which would be to amend the "Office" row in the table from *nil* to £30 per m<sup>2</sup>. He suggested this because he felt that offices have workers, who use the local infrastructure. In explaining his thinking, he pointed out that he disagreed with a sentence in table 1 of section 3.20 of the Draft Schedule which stated "although there is an adequate demand for space, this has not generated rents that would be high enough to support new development". He reminded Councillor Ball that the charge could be reconsidered each year.

Councillor Tim Ball accepted the amendment although with some reservations that the proposals might not prove to be acceptable to developers. In summing up, he

said that it would be illegal to impose any tax which prevented development, so it would be necessary to pay attention to what the market said about the proposals.

On a motion from Councillor Tim Ball, seconded by Councillor David Bellotti, it was

**RESOLVED** (unanimously)

(1) To AGREE that the draft charging schedule be amended so that in Table 2 of paragraph 4.21, the CIL Rate for Offices be amended from *nil* to £30 per m<sup>2</sup>;

(2) To APPROVE the preliminary draft charging schedule for a public consultation in April – June 2012;

(3) To DELEGATE responsibility to the Divisional Director of Planning & Transport, in consultation with the Cabinet Member for Homes & Planning, to make minor textual amendments prior to publication of the CIL Preliminary Draft Charging Schedule for public consultation;

(4) To AGREE that a procedure be established to monitor annually and review the CIL to ensure rates remain appropriate and effective; and

(5) To ASK that following consultation on the preliminary draft charging schedule a further report is brought to Cabinet on the draft charging schedule.

*[Clause 1 above was included as a result of an amendment suggested by the seconder and accepted by the proposer of the motion].*

## **203 SCHOOL TERM AND HOLIDAY DATES 2013-14 ACADEMIC YEAR**

Councillor Nathan Hartley in proposing the item, observed that the proposed dates were the same as those already announced by neighbouring authorities. There had been consultation with teachers unions about the proposals.

Councillor David Bellotti seconded the proposal. He observed however that the consultation had not listed parents, and asked that this be corrected for future years. He also observed that because of in service training days, neighbouring schools might still have different days of opening despite the Council's advertised dates. He referred to paragraph 2.2 of the report and said that he felt parents should be allowed to take their children on holidays during term time, although he recognised that this was a minority view.

Councillor Hartley, summing up, replied to the points made by Councillor Bellotti. He acknowledged that many schools did not consult directly with parents on term dates and agreed to take account of the point about parental consultation. He also acknowledged that Head Teachers should have some discretion about whether to agree to term-time holidays if there were major socio-economic or other factors involved for the family.

On a motion from Councillor Nathan Hartley, seconded by Councillor David Bellotti, it was

**RESOLVED** (unanimously)

(1) To ADOPT the School Term and Holiday dates recommended for the 2013-14 academic year;

(2) To AGREE the importance of good school attendance and the link with good outcomes for children and young people; and

(3) To SUPPORT schools in encouraging parents to take holidays out of term time.

**204 ALCOHOL HARM REDUCTION STRATEGY (RECOMMENDED FROM PARTNERSHIP BOARD FOR HEALTH AND WELLBEING)**

Councillor Simon Allen in proposing the item emphasised the social, health and economic harm suffered because of alcohol dependency.

Councillor David Dixon seconded the proposal and referred to the major problem of cheap alcohol drunk at home before going out.

Councillor Tim Ball said that alcohol destroyed families; and cheap alcohol destroyed children's lives. He felt that the government must move to reduce the alcohol levels in drinks.

Councillor Simon Allen thanked the Public Health Team for their hard work and the Cabinet for their support over the issue.

On a motion from Councillor Simon Allen, seconded by Councillor David Dixon, it was

**RESOLVED** (unanimously)

(1) To ADOPT the Refreshed Alcohol Harm Reduction Strategy for B&NES; and

(2) To AGREE the key priorities.

**205 HIGHWAY STRUCTURAL MAINTENANCE CAPITAL PROGRAMME FOR 2012/2013**

Peter Duppa Miller in an *ad hoc* statement emphasised that rural areas sought an assurance that interconnecting roads would be maintained and repaired, as well as main roads. He mentioned some roads he was aware of which were already in a state of disrepair and in need of quite urgent attention.

Councillor Charles Gerrish in an *ad hoc* statement warned the Cabinet that concrete-based roads, such as Ashmead down, could not be repaired by simply resurfacing because the base was breaking up in places and would not hold. Roads such as this needed to be rebuilt.

Councillor Roger Symonds asked Councillor Gerrish to email him with the details of the roads he had in mind. He assured Peter Duppa Miller that he would do all he could to maintain connecting roads, but observed that there was only so much budget available. He moved the proposals.

Councillor Paul Crossley seconded the proposal.

Councillor Nathan Hartley welcomed the capital programme and its investment in rural areas.

Councillor Roger Symonds observed that micro asphaltting could work over concrete roads, but agreed that there could be problems if the road was heavily used.

On a motion from Councillor Roger Symonds, seconded by Councillor Paul Crossley, it was

**RESOLVED** (unanimously)

(1) To AGREE the Highway Structural Maintenance Programme for 2012/13; and

(2) To DELEGATE authority to the Divisional Director, Environmental Services and the Service Manager, Highways to alter the programme, in consultation with the

Cabinet Member for Transport, as may prove necessary during 2012/13 within the overall budget allocation.

**206 CAPITAL PROJECT APPROVALS AND UPDATES TO THE CAPITAL PROGRAMME**

Councillor Charles Gerrish in an *ad hoc* statement referred to paragraph 3.2 of the report, and observed that the reference to 2012 should read 2011.

Councillor David Bellotti moved the recommendations, saying that he believed all 3 of the funding proposals would be very welcome to his Cabinet colleagues.

Councillor Paul Crossley seconded the proposal.

On a motion from Councillor David Bellotti, seconded by Councillor Paul Crossley, it was

**RESOLVED** (unanimously)

(1) To APPROVE Capital Project – Lansdown Tuition Centre Dilapidations for inclusion in the 2012/13 Capital Programme;

(2) To APPROVE Capital Project – Culverhay School Co Educational Adaptations for inclusion in the Capital Programme, subject to full project plan which has been presented to Project Initiation & Deliverability Group and Capital Strategy Group; and

(3) To APPROVE Capital Project – Adult Personal Social Services Capital Grant for inclusion in the Capital Programme, subject to full project plan and business case which has been presented to Project Initiation & Deliverability Group and Capital Strategy Group.

The meeting ended at 8.07 pm

Chair \_\_\_\_\_

Date Confirmed and Signed \_\_\_\_\_

**Prepared by Democratic Services**

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Bath & North East Somerset Council

## Cabinet Single-Member Decisions

published 6-Apr-12 to 27-Apr-12

Further details of each decision can be seen on the Council's Single-member Decision Register at <http://democracy.bathnes.gov.uk/mgDelegatedDecisions.aspx?&dm=3>

Date	Decision Maker
Reference	Title

11-Apr-12 Cllr Roger Symonds

**E2272 High St, Bath - Public Realm & Highway Imprvmnt Scheme TRO**

*The Cabinet Member agreed the Public Realm TROs and also that the layout for Terrace Walk be carried forward as a test implementation through the use of experimental traffic regulation orders*

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<b>Bath &amp; North East Somerset Council</b>		
MEETING:	<b>Cabinet</b>	
MEETING DATE:	<b>09 May 2012</b>	EXECUTIVE FORWARD PLAN REFERENCE:
		<b>E 2352</b>
TITLE:	<b>Draft City of Bath World Heritage Site Setting Supplementary Planning Document</b>	
WARD:	All Bath Wards and Wards surrounding the City (Bathavon North, Bathavon West, Farmborough and Bathavon South)	
<b>AN OPEN PUBLIC ITEM</b>		
<p><b>List of attachments to this report:</b></p> <p><b>Appendix 1: Draft City of Bath World Heritage Site Setting Supplementary Planning Document</b></p>		

## **1 THE ISSUE**

- 1.1 The key purpose of this document is to provide information and tools needed for the effective protection and appropriate management of the World Heritage Site setting in support of policies in the Local Plan and the Core Strategy.
- 1.2 Following consultation the final version of the document will be reported to Cabinet for consideration and adoption as a Supplementary Planning Document.
- 1.3 Approval is requested from the Cabinet to go out to Public Consultation during May – June 2012.

## **2 RECOMMENDATION**

The Cabinet agrees that:

- 2.1 The Draft City of Bath World Heritage Site Setting Supplementary Planning Document (attached as Appendix 1) is approved for public consultation as part of the process leading to adoption as a Supplementary Planning Document to policies BH.1 in the Bath and North East Somerset Council Local Plan and B4 in the Core Strategy once it is adopted.
- 2.2 Delegated authority is given to the Divisional Director for Planning and Transport Development, in consultation with the Cabinet Member for Homes and Planning, to make minor text changes and minor design changes to the layout, if required, and for the inclusion of the rest of the appendices and changes to the selection of photos to the Draft Supplementary Planning Document.

### **3 FINANCIAL IMPLICATIONS**

3.1 The costs for producing the document and consulting on the draft are being met out of the existing Local Development Framework budget. There are no additional financial costs as a result of preparing and adopting the document as a Supplementary Planning Document. The document gives guidance in considering development and other proposals which may impact on the World Heritage Site and its setting and therefore is intended to speed up decision making and give greater certainty for developers.

### **4 CORPORATE OBJECTIVES**

4.1 The document supports the objectives of *Promoting independence and positive lives for everyone, Creating neighbourhoods where people are proud to live and Building a stronger economy* by maintaining and enhancing the quality of the environment surrounding Bath. This fosters a sense of belonging to a local community, provides opportunities for recreation and so contributing to a healthy lifestyle and attracting businesses, shoppers and tourists. The objective of protection of the setting therefore not only has value in protecting the historic authenticity of the World Heritage Site but also contributes directly to the economy, health and welfare of the city and its surrounding villages and its residents.

### **5 THE REPORT**

5.1 The draft Supplementary Planning Document is included in Appendix 1.

5.2 The key purpose of this document is to provide information and tools needed for the effective protection and appropriate management of the setting. To do this it

- Shows where the setting is
- Defines what is important about the setting and
- Outlines how to assess impacts on the setting

5.3 It also provides an overview of the international and national context for the management and protection of the setting of heritage assets and World Heritage Sites in particular.

5.4 It is intended for use by developers and agents and development management planners when considering development proposals. It is also intended for use by landowners and managers of land when considering proposals for change and when considering management operations. It is also hoped it will be of interest to residents and visitors in appreciating the relationship of the surroundings of Bath to the city.

5.5 It has been prepared in line with current international and national policy and guidance including the *National Planning Policy Framework, Circular 07/2009 on the Protection of World Heritage Sites, The Operational Guidelines for the Implementation of the World Heritage Convention* and English Heritage guidance 'The Setting of Heritage Assets' and 'Seeing the History in the View' and with the benefit of good practice from other World Heritage Sites.

## 6 RISK MANAGEMENT

6.1 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

## 7 EQUALITIES

7.1 An Equality Impacts Assessment has been completed. No adverse or other significant issues were found.

## 8 RATIONALE

8.1 There is a requirement for all Supplementary Planning Documents to undergo public consultation in accordance with planning regulations and the Council's adopted Statement of Community Involvement for Planning

## 9 OTHER OPTIONS CONSIDERED

9.1 None

## 10 CONSULTATION

10.1 *Ward Councillor and Cabinet members*

10.2 English Heritage and Bath Preservation Trust, who are key stakeholders, have been actively involved in the development of the document

10.3 The consultation will include press notices, notification of the consultation to local and statutory consultees and details will be put on the Council website. A stakeholder event will be held near the start of the consultation.

## 11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 *Customer Focus; Sustainability;*

## 12 ADVICE SOUGHT

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

<b>Contact person</b>	David Trigwell, Divisional Director Planning and Transport 01225 394125
<b>Sponsoring Cabinet Member</b>	Councillor Tim Ball
<b>Background papers</b>	None
<b>Please contact the report author if you need to access this report in an alternative format</b>	

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<b>Bath &amp; North East Somerset Council</b>		
MEETING:	<b>Cabinet</b>	
MEETING DATE:	<b>09 May 2012</b>	EXECUTIVE FORWARD PLAN REFERENCE:
		<b>E 2400</b>
TITLE:	<b>Gypsies, Travellers and Travelling Showpeople Site Allocations Development Plan Document (DPD): Preferred Options consultation paper</b>	
WARD:	All	
<b>AN OPEN PUBLIC ITEM</b>		
<p><b>List of attachments to this report:</b></p> <p>Appendix 1: Draft Consultation Document</p> <p>Appendix 2: Preferred Options Site Assessment Report</p> <p>Appendix 3: Issues and Options Consultation Statement (appendices to this statement available upon request)</p>		

## 1 THE ISSUE

- 1.1 The Gypsies, Travellers and Travelling Showpeople Site Allocations Development Plan Document (DPD) is a formal planning document being prepared by the Council which will allocate land for the development of authorised Gypsy and Traveller pitches across the District. The Preferred Options document is the second stage of consultation, following on from the Issues and Options consultation that took place between November 2011 and January 2012.
- 1.2 The Preferred Options document puts forward seven ‘preferred’ sites which have the potential to be allocated for development which could meet the identified unmet need in Bath and North East Somerset. The Preferred Options paper seeks public feedback on those sites.

## 2 RECOMMENDATION

The Cabinet are asked to:

- 2.1 Note the Issues and Options Consultation Statement (**Appendix 3**);
- 2.2 Agree that the list of Preferred Sites in para. 5.8 be taken forward for consultation;
- 2.3 Agree that the Preferred Options document (**Appendix 1**) is approved for public consultation;
- 2.4 Agree that the public consultation is undertaken over an extended period of 8 weeks to run from mid-May 2012.

### **3 FINANCIAL IMPLICATIONS**

- 3.1 Consultation on the Preferred Options consultation paper and future consultations on the DPD will utilise resources and budgets allocated for the LDF preparation.
- 3.2 The progression and eventual adoption of the Gypsies, Travellers and Travelling Showpeople Site Allocations DPD will demonstrate the Council's commitment to the provision of sites to meet local need. The allocation and development of sufficient sites will also enable the Council to redirect households travelling through the District to legal transit site(s). This will reduce the need for enforcement action by the Council and its associated costs. This includes the costs of planning appeals which are estimated to be approximately £10,000 per appeal.
- 3.3 It is recognised that there will always be Gypsies and Travellers who cannot provide their own sites and as such it is considered that socially rented pitches should be provided as part of the overall pitch requirement for the District. As a number of the preferred sites are publicly owned the Council has the option to ultimately offer that land for sale to private individuals or Registered Providers who may wish to develop and manage those sites. The Council also has the potential to develop and run sites itself which would have ongoing resource and financial implications.
- 3.4 In the event that Local Authority land is taken forward for allocation, there will be financial implications. The cost of developing and maintaining sites will be more appropriate at the next stage of consultation (Pre-Submission version, due December 2012) at which point final allocations will be known. The Council will then be able to make formal decisions as to whether it will take responsibility for individual site development or to sell sites on for development and/or maintenance by other parties, including through the set up of Community Land Trust(s). The Council agreed at its 14 February 2012 meeting to make a £1.8m capital budget provision to provide a 15 pitch transit site for Gypsies and Travellers, subject to detailed project plans being submitted once appropriate sites are located through the planning process. This provisionally approved capital funding is, subject to detailed site design and costings, considered sufficient to meet all costs associated with the provision of a 15 pitch transit site. It should be noted that grants, including the DCLG Traveller Pitch Funding, are available to fund the provision of pitches and that additional pitch provision is eligible for New Homes Bonus.

### **4 CORPORATE PRIORITIES**

- 4.1 Allocating land for the travelling communities to develop authorised sites will meet the Council's requirements to eliminate discrimination, advance equality of opportunity and foster good relations between different groups. The development of authorised sites should improve the life chances of the travelling community as well as improving community cohesion.

- *Promoting independence and positive lives for everyone*
- *Creating neighbourhoods where people are proud to live*
- *Building a stronger economy*



4.2 This item contributes mainly to priority one “*Promoting independence and positive lives for everyone*”. This item will also contribute to building a stronger economy and equalities issues in promoting positive lives for everyone.

## 5 THE REPORT

5.1 Draft Core Strategy Policy CP11 commits the Council to provide **22 permanent pitches** and **20 transit pitches** for Gypsies and Travellers, and **1 yard** for Travelling Showpeople. The purpose of the Site Allocations Development Plan Document is to allocate sufficient land to develop authorised sites to meet that need. Bath and North East Somerset District does not currently contain any permanent authorised sites, although a site in Whitchurch has temporary planning permission for a single pitch.

5.2 The Council consulted on an Issues and Options paper between November 2011-January 2012 which sought feedback on how the Council should provide sites, how sites should be assessed and asking the public to identify potential land for allocation. The response to that consultation was relatively small, though three privately owned sites were brought forward for consideration. The results of that consultation are included at **Appendix 3**.

5.3 The Gypsies, Travellers and Travelling Showpeople Site Allocations Development Plan Document (DPD) is now at Preferred Options stage. Following on from the previous public consultation and an internal review of all Council-owned land, officers have assessed a total of 23 individual sites for their potential as allocations for development.

5.4 Policy CP11 of the Local Development Framework Draft Core Strategy sets out the policy on the provision of sites for Gypsies, Travellers and Travelling Showpeople and the overarching criteria against which planning applications and future site allocations will be considered. Those criteria formed the basis for the detailed site assessment matrix, set out at **Appendix 2**, used to assess individual sites as part of the first stage of the assessment process. In addition to being suitable for development, sites also need to be available and achievable. Consideration has therefore also given to those elements and a number of sites are not recommended on those grounds.

5.5 **Appendix 2** highlights that some of the sites perform better against the criteria in Policy CP11 of the draft Core Strategy than others. A number of urban sites perform very well against sustainability criteria and are deliverable, but are considered to have significant adverse residential amenity impact which would require further investigation. Others have a significant detrimental effect on landscape or nature conservation interests and are not recommended on those grounds.

5.6 All preferred sites have been subject to sustainability appraisal which has assessed each site against sustainability objectives. The results of that appraisal have in turn informed the detailed assessment of each site and led to the recommendations for suitability for allocation and pitch numbers.

5.7 National planning policy states that sites in the Green Belt will not be permitted unless very special circumstances are identified. The high level of identified unmet need, the absence of existing permanent provision and a shortfall of available, suitable sites outside the Green Belt constitutes very special circumstances in

Bath and North East Somerset. Four of the seven preferred sites are outside the Green Belt.

5.8 A total of **seven** sites have emerged from this assessment as having the potential to be allocated for development as Gypsy and Traveller pitches or a Travelling Showmen's yard. The list of preferred sites and the proposed pitch allocation is:

- Parcel 7100, Woollard Lane, Whitchurch 2 permanent
- Old Colliery Buildings, Stanton Wick 15 permanent and 5 transit
- Former Radstock Infant School canteen, Radstock 2 permanent
- Station Road, Newbridge 1 Travelling Showmen's Yard
- Lower Bristol Road, Twerton 15 transit
- The Daglands open space, Camerton 9 permanent
- Land near Ellsbridge House, Keynsham 6 permanent

5.9 The total number of pitches that the preferred sites could deliver is significantly above the level of need identified in the Draft Core Strategy. A number of the preferred sites could also deliver alternative numbers of pitches or alternative types of sites to those stated above.

5.10 The Council should note that the allocation of sufficient pitches to meet the identified level of need will likely improve the life chances of the District's travelling communities. It will also strengthen the Council's ability to use effective enforcement powers against unauthorised development.

5.11 National Planning Policy (*Planning for Traveller Sites*) was published in March 2012 and takes immediate effect. It adds the additional requirement that local authorities should identify a supply of specific deliverable sites sufficient to provide five years' worth of sites against the local target, and up to 15 years supply where possible. The draft B&NES Core Strategy establishes the quantum of 22 permanent sites to be provided only up to 2016 because this is the time period of the evidence prepared by the West of England Authorities. However it should be noted that the list of preferred sites in para 5.8 above can actually accommodate 34 permanent, 20 transit pitches and 1 Travelling Showmen's yard. If the Core Strategy Inspector recommends that B&NES accords with the new national policy, then it is highly likely that there are sufficient sites to meet the new requirements. The precise need for sites to meet the new national policy will require a review of the GTAA study, preferable at the West of England level.

5.12 Future stages of the Gypsies & Travellers Site Allocations DPD might be significantly delayed if the Council does not consider the potential implications of the new national policy guidance at this stage.

## 6 RISK MANAGEMENT

6.1 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

6.2 There is a risk that if the Council does not accept the preferred site recommendations and fail to identify sufficient sites through the Development Plan process that there will be pressure for sites to be granted planning permission on an ad hoc basis or by appeal. Unauthorised encampment which has associated enforcement action costs is also likely to continue. Each of these outcomes are likely to have a detrimental effect on relationships between the settled community and travelling communities. A lack of authorised accommodation can also have negative effects on the welfare and social integration of Gypsy and Traveller families with the mainstream community which puts the Council at risk of failing to meet its Single Equality Duty.

## **7 EQUALITIES**

7.1 The statutory duties of the Council include the Single Equality Duty to eliminate discrimination, advance equality of opportunity and foster good relations between different groups in the course of developing policies and delivering services. Gypsies and Travellers are recognised as distinct ethnic groups and are protected from discrimination by the Equality Act 2010.

7.2 An EqIA has been completed. The key issue raised in the Equalities Impact Assessment is the need to engage with Gypsies, Travellers and Travelling Showpeople in the consultation on the Preferred Options consultation document.

## **8 RATIONALE**

8.1 The recommended actions are a key part of the Council's Local Development Scheme and the commitments agreed through the Draft Core Strategy. The preferred sites will meet the need identified for the District.

## **9 OTHER OPTIONS CONSIDERED**

9.1 The Council is not obliged to prepare a Site Allocations DPD on this subject and instead can choose to respond to planning applications on an ad hoc, piecemeal basis. This option has been rejected because this would remove the Council's ability to direct development to the most appropriate, sustainable locations and also would leave the accommodation needs of the travelling communities unmet and would continue the uncertainty for local communities.

9.2 The Council could choose to take forward only those sites located outside the Green Belt. This option has been rejected as, in the event that relatively more suitable sites outside the Green Belt cannot be delivered, those sites within the Green Belt may be deliverable and should be considered further through public consultation.

## **10 CONSULTATION**

10.1 *Ward Councillor; Cabinet members; Parish Council; Town Council; Overview & Scrutiny Panel; Staff; Other B&NES Services; Service Users; Local Residents; Stakeholders/Partners; Other Public Sector Bodies; Section 151 Finance Officer; Chief Executive; Monitoring Officer*

10.2 It is recommended that the consultation period run for an 8 week period from mid May 2012. Events during the consultation will be geared towards enabling active discussion of the preferred sites with Council officers. Particular emphasis is placed on engaging on a face to face basis with the local travelling community and

representatives of the Gypsy and Traveller community through direct on-site contact by Council officers.

10.3 It is expected that consulting on potential site allocations for Gypsy and Traveller pitches is going to raise community concerns. The Council is aware of the challenges inherent in the consultation process and is taking steps to train and liaise with Members, professional partners and staff to maintain good community relations. As legally recognised ethnic groups, Gypsies and Travellers are protected by Race Relations legislation and as noted in paragraph 7.1 are included in the scope of the duty to promote race equality and good race relations. This means that it is unlawful for any individual or organisation to treat Gypsies and Travellers less favourably than other groups, or to discriminate against them indirectly. Appropriate steps are being put in place to avoid racist representations and maintain good community relations.

## 11 ISSUES TO CONSIDER IN REACHING THE DECISION

*11.1 Social Inclusion; Customer Focus; Sustainability; Property; Young People; Human Rights; Corporate; Health & Safety; Other Legal Considerations*

## 12 ADVICE SOUGHT

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

<b>Contact person</b>	David Trigwell: Divisional Director - Planning and Transport 01225 394125
<b>Sponsoring Cabinet Member</b>	Councillor Tim Ball, Cabinet Member for Homes and Planning
<b>Background papers</b>	<a href="#">West of England Gypsy Traveller Accommodation (and Other Needs) Assessment</a> (GTAA) (2007)  Gypsies, Travellers and Travelling Showpeople Site Allocations DPD: Issues and Options Paper (November 2011)
<b>Please contact the report author if you need to access this report in an alternative format</b>	

**Gypsies, Travellers and Travelling Showpeople  
Site Allocations Development Plan Document**

**Preferred Options**

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## How to Comment

This document seeks your views on the preferred options for the allocation of sites for Gypsies, Travellers and Travelling Showpeople. Bath and North East Somerset Council is committed to meeting current and future needs of these communities and the sites put forward in this document offer the scope for meeting that need.

The purpose of the public consultation is to invite views on the preferred site options identified in this document. No final decisions have been made in favour of any of the sites and your views will be important in informing the final site selection.

This document is subject to public consultation between **XX May and XX July 2012**. Bath and North East Somerset Council would like to hear your views on any aspect of this document. However, views are particularly sought on a series of questions which are raised on each of the sites set out in the main body of the document.

## How to Make Comments and Submit Site Information

Hard copies of this document and response forms are available online at [www.bathnes.gov.uk/planningfortravellers](http://www.bathnes.gov.uk/planningfortravellers), in all local libraries and at The Guildhall, Bath, The Hollies, Midsomer Norton, and Riverside, Keynsham.

To find out more about the Site Allocations Development Plan Document (DPD) you can visit our webpage or call the Planning Policy Team on 01225 477548. Please contact us if you have particular access needs or would like help completing the comments form.

Early community involvement will help to ensure this document better reflects the views of all those with an interest in it. If you would like to discuss the site options outlined in the document in more detail, exhibitions will be held across the District.

A response form accompanies this document. If you would like to respond our preferred method of communication is for comments to be submitted online at [www.bathnes.gov.uk/planningfortravellers](http://www.bathnes.gov.uk/planningfortravellers). Alternatively, comments can be sent by email to [planning\\_policy@bathnes.gov.uk](mailto:planning_policy@bathnes.gov.uk), or in writing using the general response form to:

Gypsy and Traveller DPD  
Planning Services  
PO Box 5006  
Bath  
BA1 1JG

Please send your response to us by **5pm** on **XX July 2012**. This will enable us to consider responses in preparation for the next consultation document.

Please note that Bath and North East Somerset Council will only consider comments by respondents who provide their names and address. Inappropriate, offensive or racist comments will not be accepted.

## **Introduction**

Bath and North East Somerset Council has a duty to plan for the future development of the District and is committed to providing pitches for Gypsies, Travellers and Travelling Showpeople through the planning process.

The Council previously consulted on an Issues and Options paper over November 2011 – January 2012. That paper asked a series of questions about how sites should be identified and assessed for their allocation potential, and how the Council could provide any identified sites. That consultation also invited site suggestions from the public. The results of that consultation are set out in a Statement of Consultation available to download from the Council's website: [www.bathnes.gov.uk/planningfortravellers](http://www.bathnes.gov.uk/planningfortravellers)

### **Understanding the District's needs**

The need for pitches within Bath and North East Somerset has been assessed through the Gypsy and Traveller Accommodation (and Other Needs) Assessment (GTAA, 2007) which sets out an identified need for 22 permanent and 20 transit pitches over the period 2006-16. Since 2006 planning permission has been granted on a temporary basis for a single pitch; that permission will expire in 2015. No further permissions have been granted and there are no other authorised pitches in the district.

### **Planning for Future Needs**

National planning policy (*Planning for Traveller Sites*) released in March 2012 indicates that local authorities should identify a supply of specific deliverable sites sufficient to provide five years' worth of sites against the local target, and up to 15 years supply where possible. As set out above, the Site Allocations DPD seeks to allocate sufficient land to meet the need identified in the Draft Core Strategy over the period to 2016.

The implications of the new policy document, in particular the potential need to review the West of England GTAA to take account of the latest up to date evidence



of existing supply and local needs will look to identify these longer term needs, is being considered by officers and will inform future drafts of the DPD.

### **What is a pitch?**

Gypsy and Traveller sites are made up of a number of caravan pitches and associated facilities. Although there is no national definition of what size a pitch should be, the national guidance '*Designing Gypsy and Traveller Sites*' states that "*an average family pitch must be capable of accommodating an amenity building, a large trailer and touring caravan...drying space for clothes, a lockable shed...parking space for two vehicles and a small garden*" On average, sites usually contain approximately 1.7 caravans per pitch.

In addition to the need identified for permanent and transit pitches, the evidence base identified need for the Council to allocate land for a single yard for Travelling Showpeople. The needs of Travelling Showpeople are different to Gypsies and Travellers. Their sites usually combine residential, storage and maintenance uses, requiring space for accommodation, storage, repairing and maintaining vehicles and fairground equipment. Yards providing both residential and storage and maintenance uses are known as plots.

## Identifying the Preferred Sites

### How sites have been identified

Seven sites have been identified as having the potential to meet the accommodation needs of Bath and North East Somerset's Gypsies, Travellers and Travelling Showpeople. The background report to how those sites were assessed and selected is available to download from the Council's website [www.bathnes.gov.uk/planningfortravellers](http://www.bathnes.gov.uk/planningfortravellers) and as part of the consultation pack at all drop-in points. The number of pitches that could potentially be allocated on those sites, taking a reasoned approach to site design and impacts on surrounding areas, is greater than the level of need requiring to be met, as identified in the evidence base.

### How identified sites could meet the need

The number of pitches required to meet local levels of need were identified in the Draft Core Strategy (2011) using the evidence base of the Gypsy and Traveller Accommodation (and Other Needs) Assessment (GTAA, 2007). This document seeks to allocate sufficient land to provide 22 permanent pitches, 20 transit pitches and 1 Travelling Showpeople's yard. Those figures meet the need identified in the evidence base to be met over the period 2006-2016.

Responses to the previous public consultation indicated that the Council should seek to allocate sufficient land to allow groups to live separately of one another. The nine sites that are currently being consulted on have the potential to provide a possible 34 permanent and 20 transit pitches, as well as 1 yard for Travelling Showpeople. This would fulfil the identified level of unmet need set out in the Draft Core Strategy, future household growth on individual sites, and also potentially longer term need.

A number of sites have the potential to deliver alternative pitch numbers or different pitch types. These have been identified where sites have the potential to deliver either permanent, transit or Travelling Showmen's accommodation. These options are also being consulted on and your views are welcomed on the suitability of each site for the proposed allocation.

Detailed policies on individual sites will be set out in the next stage, Pre-Submission Draft Site Allocations DPD. That will include policies relating to affordable pitch provision and mixed-use on individual sites, as well as confirming final pitch allocations.

The seven sites which the Council is currently consulting on are set out in the following pages. The Council is only seeking views on the seven identified sites, and not the principle of allocating sites. That principle is set out in the Draft Core Strategy and was the subject of the previous consultation.

## The Preferred Sites

Of the seven preferred sites identified in this document as being suitable, available and achievable for development as Gypsy / Traveller pitches and Travelling Showmen's yard, two are in private ownership.

Three of the seven sites recommended here as having potential for allocation are located within the Green Belt. National policy guidance<sup>1</sup> states that Traveller sites (temporary or permanent) are inappropriate development in the Green Belt and that the development of Traveller sites should not be approved "*except in very special circumstances*".

Very special circumstances are not defined in national policy. However, paragraph 88 of the National Planning Policy Framework (NPPF) states that "*very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations*". The Council is therefore required to undertake a balancing exercise, weighing the inappropriateness against any benefits arising from the allocation of specific land to meet need. The lack of suitable sites outside Green Belt land to meet identified needs can be considered very special circumstances.

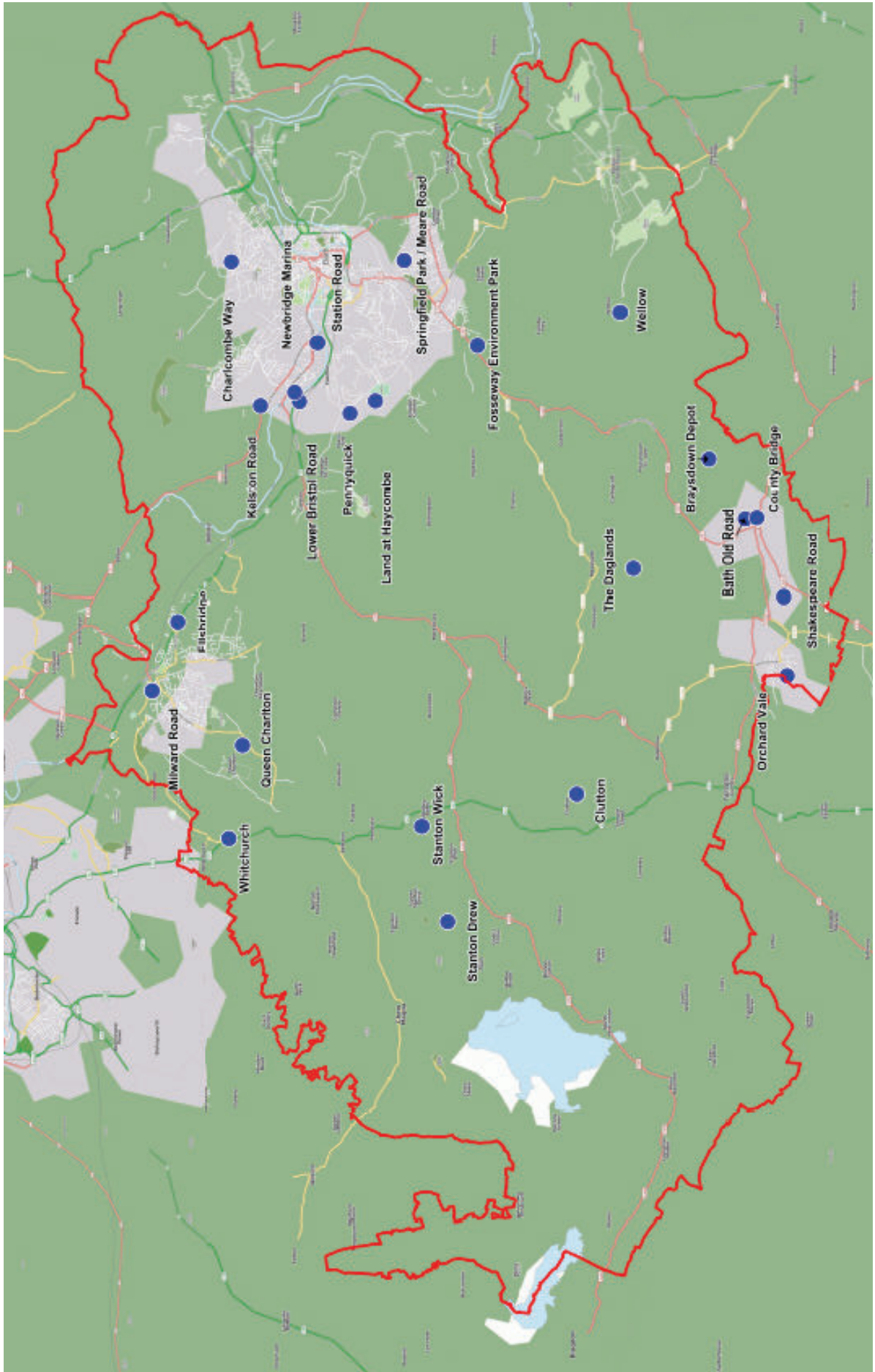
Details on each of the sites proposed as potentially suitable for site allocation are set out in this section. Further detail is included within the Background Evidence Report available to download from the dedicated webpages at [www.bathnes.gov.uk/planningfortravellers](http://www.bathnes.gov.uk/planningfortravellers).

**Question 1: Do you have any evidence or information about any of these sites which will help Bath and North East Somerset Council to determine whether they are available, suitable and achievable for Gypsy, Traveller or Travelling Showpeople provision? (If yes, please specify)**

---

<sup>1</sup> *Planning for Traveller Sites* (March 2012)

All Sites Considered through Site Selection



## **GT.1: Parcel 7100, Woollard Lane, Whitchurch**

### **Potential pitch provision: 2 permanent pitches**

The site is located just to the south of Whitchurch village boundary. It adjoins the A37 and Woollard Lane. The site is in private ownership.

The site currently has a 5 year temporary permission for 1 pitch and ancillary development, which was granted in November 2010 (application 10/03798/FUL).

There do not appear to be any insurmountable policy constraints to delivering this site as it is not allocated for any other purposes in either the Adopted Local Plan or Draft Core Strategy.

The site is not constrained by flood risk or contaminated land issues.

The site is located within the Green Belt for which purposes a permanent Gypsy site would be inappropriate development. The granting of the temporary planning permission does however indicate the site suitability for this purpose.

The site is considered to be achievable as it is currently being used for this purpose. The allocation of this site would meet the personal needs of the current occupant and his family. The continuation of access to education and health services is also a matter to be weighed in favour of this site.

**Question 2a: Do you agree with the Council's assessment of opportunities and constraints on Parcel 7100, Woollard Lane, Whitchurch?**

**Question 2b: Do you agree that the potential pitch provision be taken forward as a formal allocation?**

GT.1: Parcel 7100, Woollard Lane, Whitchurch





## **GT.2: Old Colliery Buildings, Stanton Wick**

### **Potential pitch provision: 15 permanent pitches and 5 transit pitches**

The site is a former colliery, located outside Stanton Wick. The site is in private ownership.

The site is adjacent to a coach business and two residential properties. The previous B2 use has ceased. The site benefits from extant planning permission for conversion to a single dwelling, ancillary accommodation, B1 floorspace and garaging for 5 vehicles (application ref. 05/02227/FUL).

The site is located within the Green Belt. The site is well screened from its surroundings, and sensitive site design would prevent significant visual intrusion into the countryside.

The existing buildings on-site present an opportunity for reuse as utility blocks and community space, which could include an education facility, and space for business use. This would make efficient use of previously developed land. The development of this site should require formal links to be made to the Avon Consortium Traveller Education Service (ACTES) and local GP services to ensure long term educational opportunities, health and well-being.

The site would require some remediation works prior to redevelopment and occupation as a Gypsy / Traveller site.

The site is heavily constrained by its access which is single-track in parts.

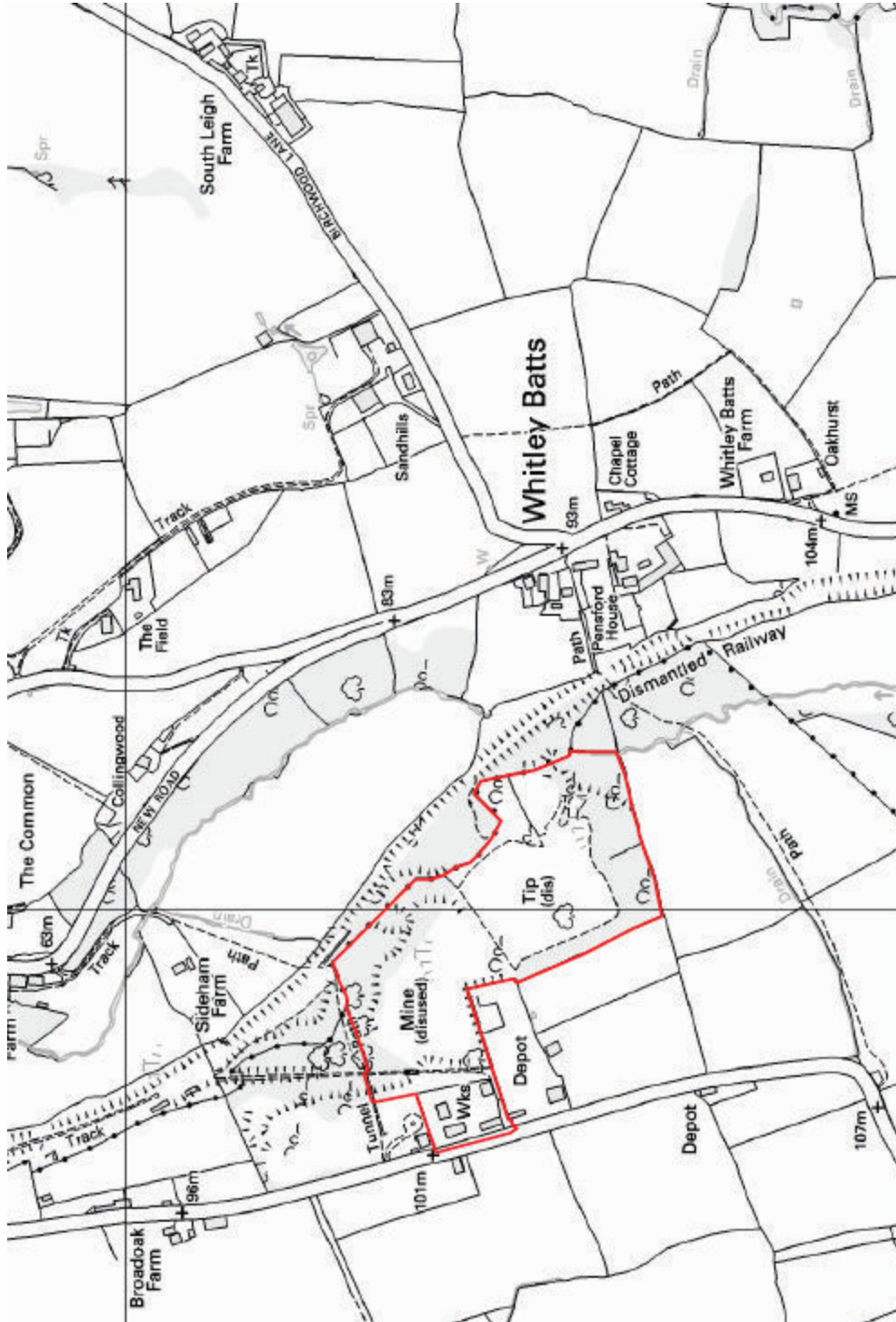
A total of 15 permanent pitches and 5 transit pitches could be provided on this site, reflecting Government guidance on optimum site sizes for management purposes. The two pitch types could be clearly separated to ensure effective site management.

**Question 3a: Do you agree with the Council's assessment of opportunities and constraints on the Old Colliery Buildings, Stanton Wick?**

**Question 3b: Do you agree that the potential pitch provision be taken forward as a formal allocation?**



GT.2: Old Colliery Buildings, Stanton Wick



#### **GT.4: Former Radstock Infant School canteen, Radstock**

##### **Potential pitch provision: 2 permanent pitches**

The site contains a redundant building, formerly part of the Radstock County Infants School. Its reuse as a permanent Gypsy site would make efficient use of previously developed land.

The site is not within the Green Belt and has excellent access to local services and facilities.

Access to the site may require works to improve visibility.

Development of this site within the Radstock Conservation Area, and surrounded by residential properties would require sensitive pitch design to maximise residential amenity and privacy. Existing screening at the site would assist with this aim.

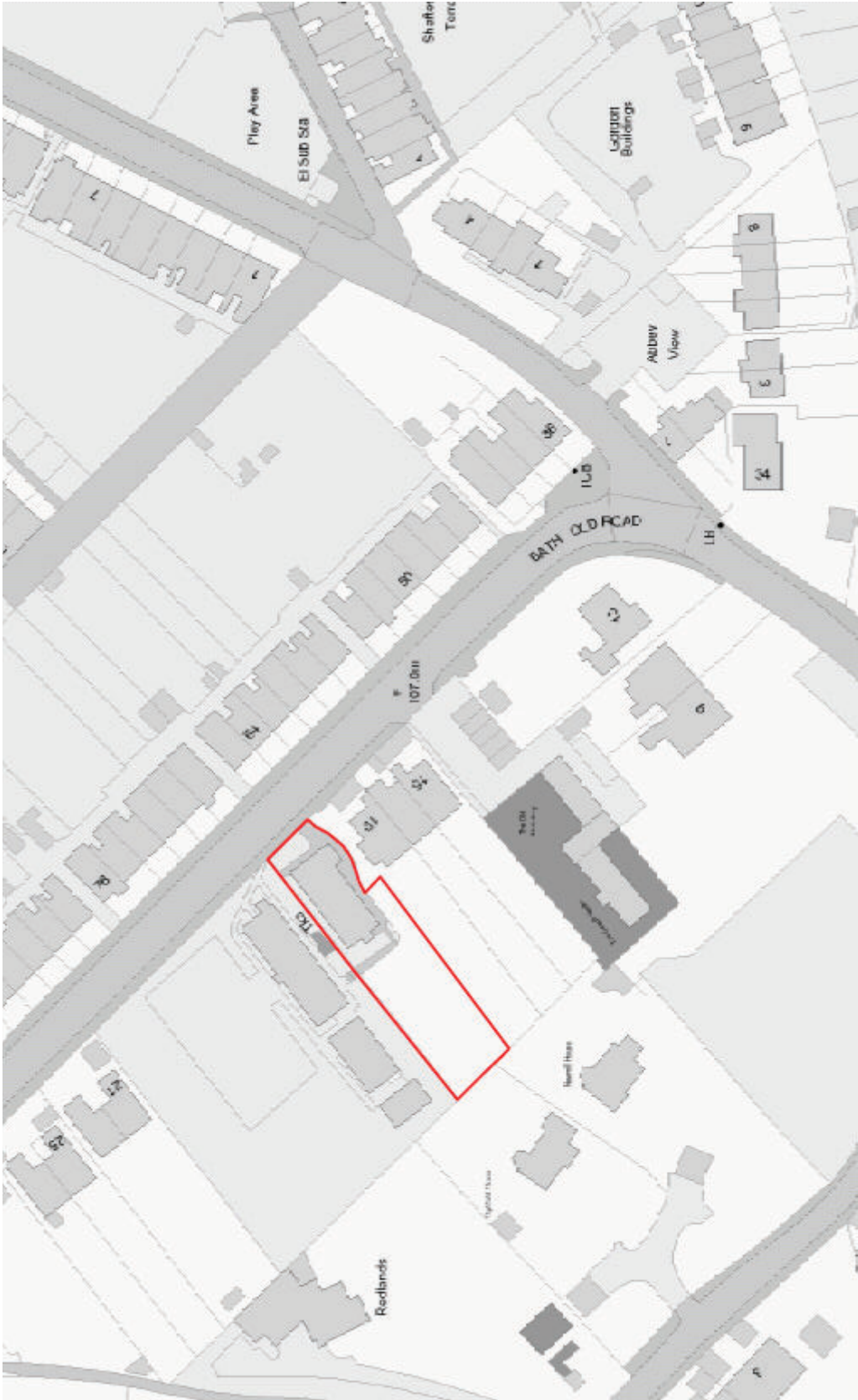
The development of this site would meet a need for a small residential (permanent) site.

The site is available for redevelopment but would require some demolition and potentially remediation works to make acceptable for residential use.

**Question 4: Do you agree with the Council's assessment of opportunities and constraints on the Former Radstock Infant School canteen, Radstock?**

**Question 4b: Do you agree that the potential pitch provision be taken forward as a formal allocation?**

**GT.4: Former Radstock Infant School canteen, Radstock**



**GT.6: Station Road, Newbridge**

**Potential pitch provision: 1 Travelling Showmen's Yard**

***Alternative pitch provision: 6 permanent pitches***

The site is located within the existing employment site Locksbrook Industrial Estate in Newbridge, Bath. The site is a regularly shaped, vacant parcel of land that is fenced in and has access via Station Road.

The site is bounded by employment uses to the north and a road to the east. The site is adjacent to commercial buildings to the south and residential properties and garages to the north and west.

The site benefits from existing access from Station Road.

Remediation works may be required to development and occupation of the site due to its former use as a coal depot yard.

The presence of hardstanding and derelict portacabins indicate potential redevelopment for business use, in particular the storage of vehicles / equipment for Travelling Showpeople.

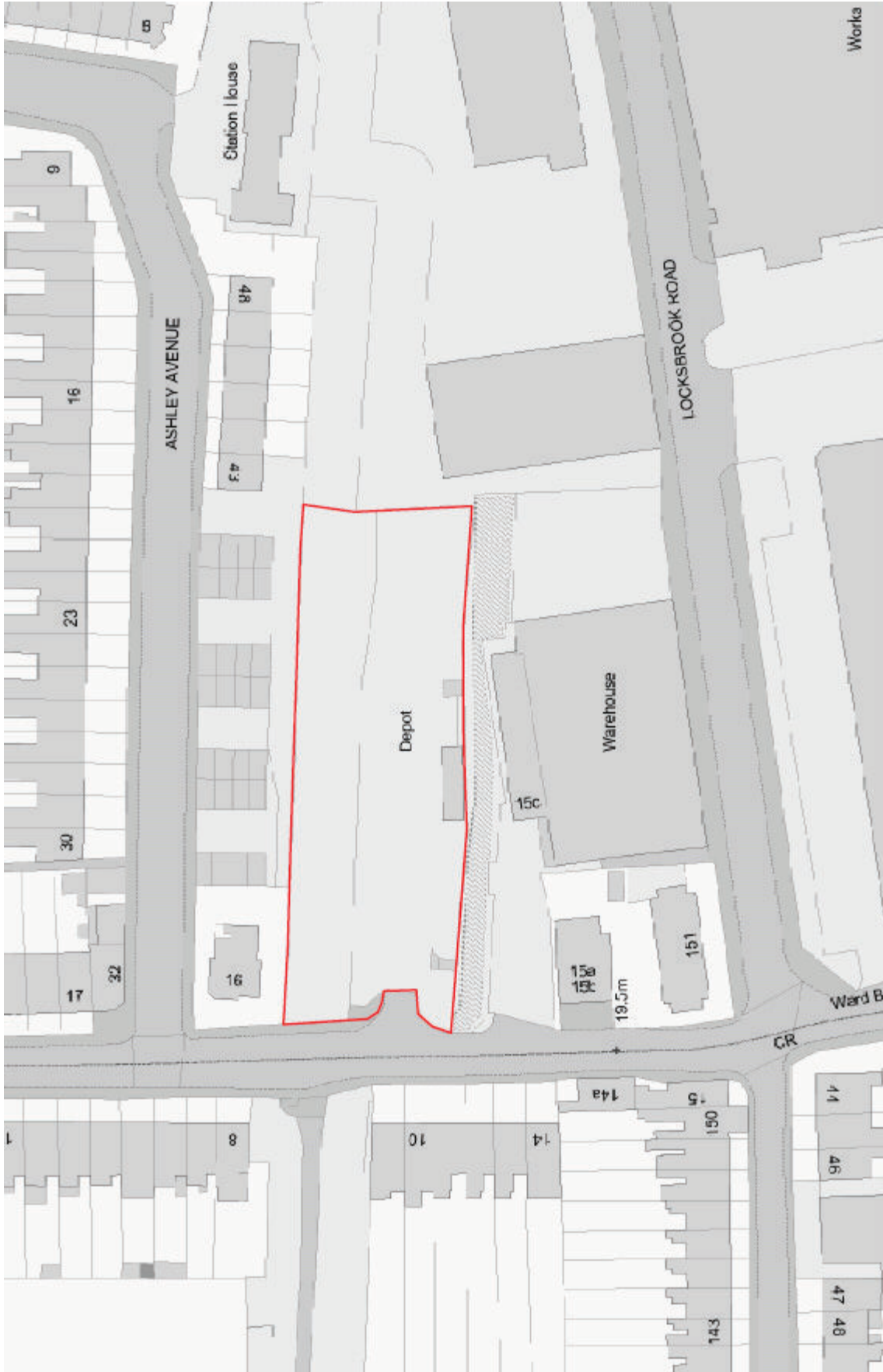
There is considered to be no landscape impact as the site is located within a built up area and is well screened from the surrounding residences and commercial buildings by mature tree cover.

**Question 5: Do you agree with the Council's assessment of opportunities and constraints at Station Road, Newbridge?**

**Question 5b: Do you agree that the potential pitch provision be taken forward as a formal allocation?**



GT.6: Station Road, Newbridge



**GT.8: Lower Bristol Road, Twerton**

**Potential pitch provision: 15 transit**

***Alternative pitch provision: 14 permanent pitches***

The site is outside and does not adjoin the existing development boundary of Bath. It adjoins the Lower Bristol Road (A36) to the north, a recreation ground to the west and green open space to the east. The site is currently occupied by an unauthorised, but tolerated Traveller encampment.

The site is set within the Green Belt and the setting of the World Heritage Site (WHS). The site lies adjacent to the Carrs Wood Local Nature Reserve (LNR) and is designated a Site of Nature Conservation Interest (SNCI).

Road calming and other improvement measures are required to establish safe access to this site. This has cost implications for site development.

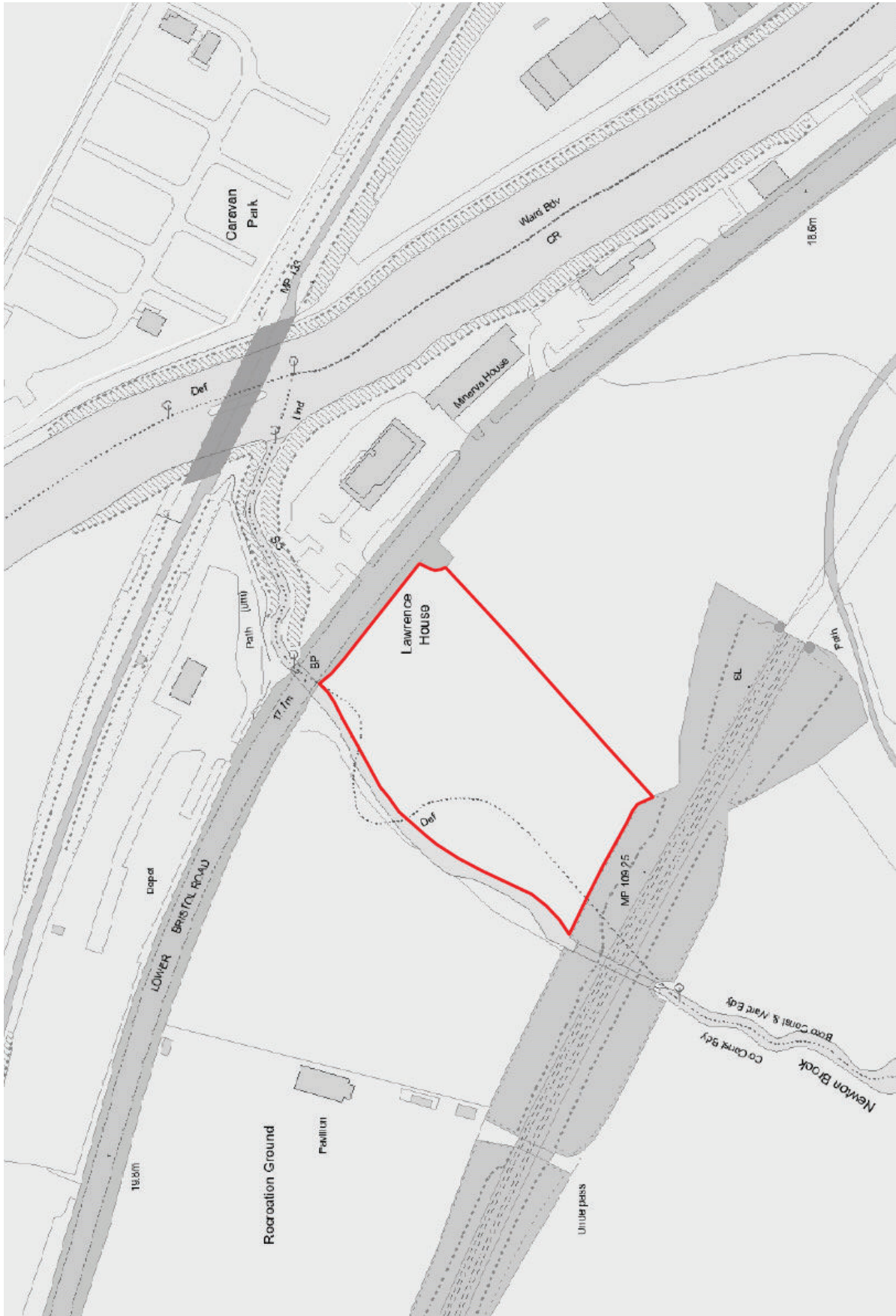
The site is very well located for access to the wider highway network which makes it favourable for use as a transit site. The site size would also enable the provision of a site warden's office or dwelling, should this be required.

The site is in Council ownership but is available for development now.

**Question 7: Do you agree with the Council's assessment of opportunities and constraints on Lower Bristol Road, Twerton?**

**Question 7b: Do you agree that the potential pitch provision be taken forward as a formal allocation?**

GT.8: Lower Bristol Road, Twerton



**GT.13: The Daglands open space, Camerton**  
**Potential pitch provision: 9 permanent pitches**

The site is a gently sloping area of public open space located adjacent to the residential street, The Daglands, at the village of Camerton. Works would be required to make the land safe for residential use due to the sloping nature of the site.

The site has good access to local services and amenities.

The site contains some play equipment. The removal of this play space would be contrary to Local Plan policy SR.1A which would require replacement in another location at Camerton. Other play spaces were considered for selection but were rejected on grounds unrelated to policy SR.1A; this site is included due to its locational benefits. The replacement of this play space would have associated costs and require alternative land to be found.

The site is located outside the Green Belt and is to be favoured on this basis as one of the few rural preferred sites for allocation.

Access on to the site would be established from The Daglands. Access creation would require negotiation with the owners of land to the south of the site.

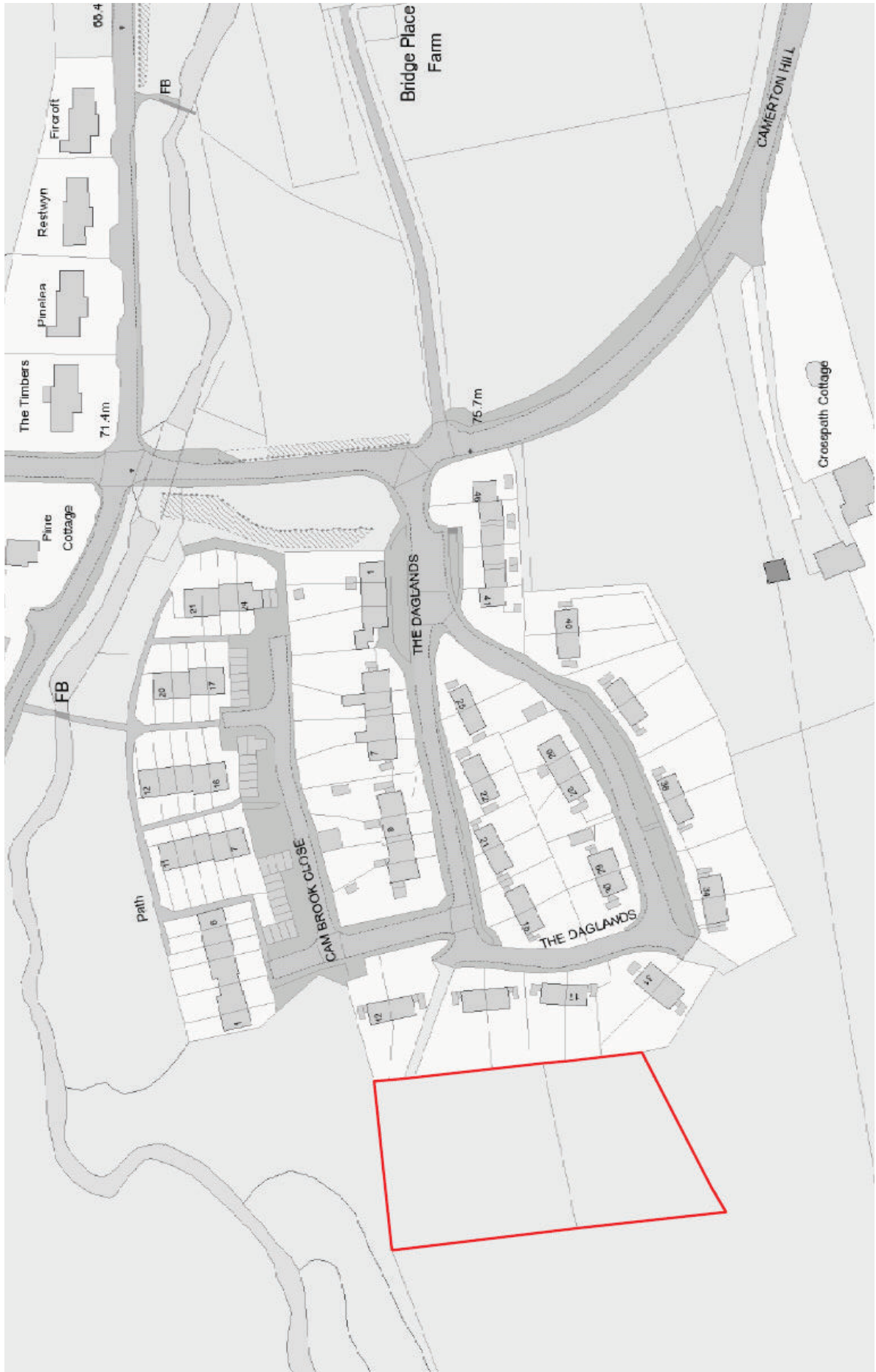
The site is in Council ownership but is available for development in the medium term. Development of this site would require works to establish safe access and to the flatten areas for safe establishment of residential space, as well as the provision of alternative play space to replace the current facilities if removed.

**Question 9: Do you agree with the Council's assessment of opportunities and constraints on The Daglands open space, Camerton?**

**Question 9b: Do you agree that the potential pitch provision be taken forward as a formal allocation?**



**GT.13: The Daglands open space, Camerton**



**GT.14: Land near Ellsbridge House, Keynsham**

**Potential pitch provision: 6 permanent pitches**

***Alternative pitch provision: 15 transit pitches***

The site is a wooded area of land fronting the A4 Bath Road to the south of industrial buildings at the roundabout junction with Broadmead Lane and the B3116. The site is covered by mature trees.

The site has good access to local services and amenities.

The site is adjacent to the Grade II Listed Building, Ellsbridge House. Development at this location would have an impact on the setting of that building.

The site is located outside the Green Belt and is to be favoured on this basis as one of the few urban preferred sites for allocation.

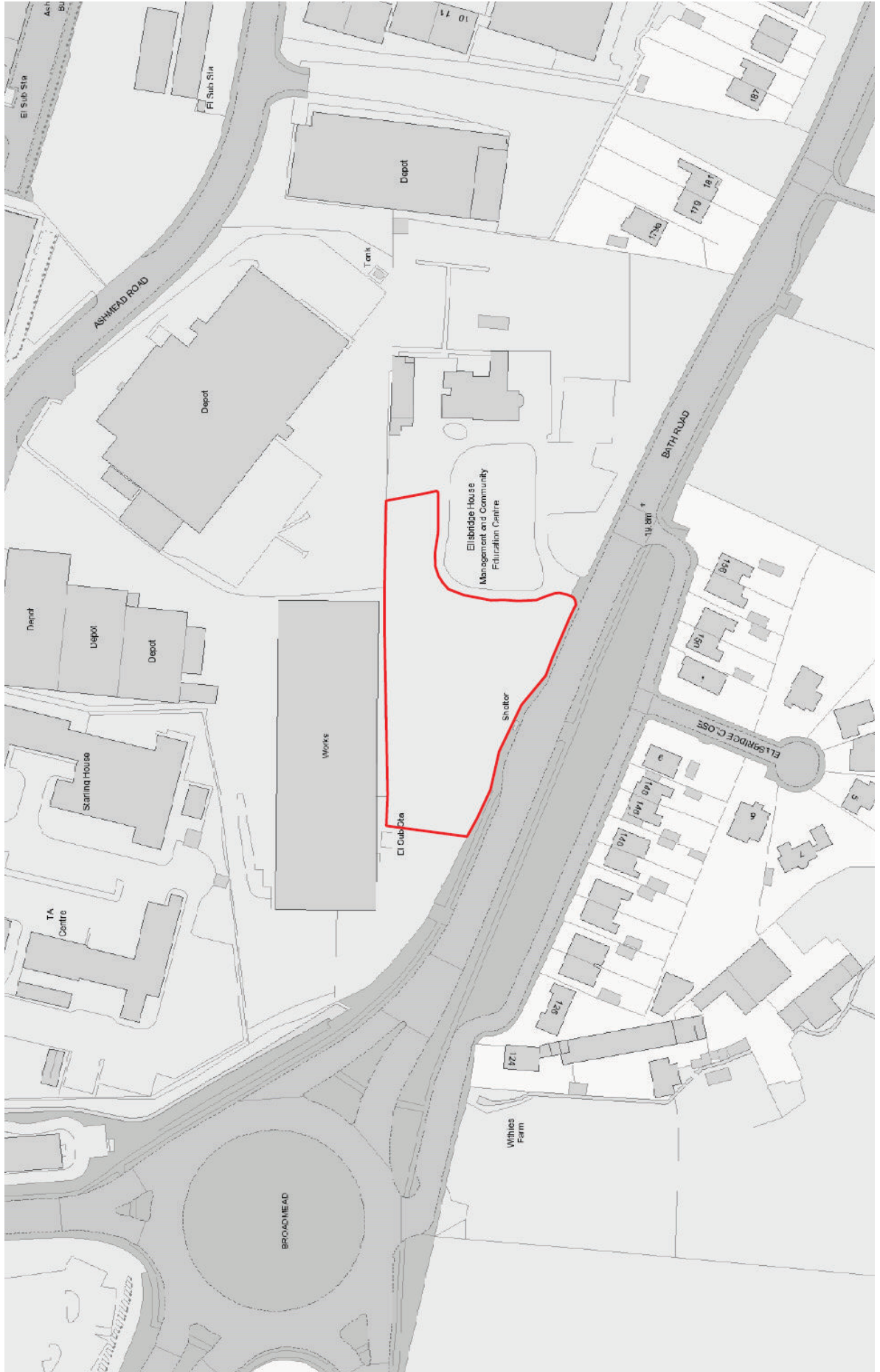
The site is very well located for access to the wider highway network. Access on to the site would have to be established from either the A4 Bath Road or the adjoining access to Ellsbridge House. This site would incur costs associated with relocation of the bus stop to the front of the site.

The site is in Council ownership but is available for development now.

**Question 10: Do you agree with the Council's assessment of opportunities and constraints on Land near Ellsbridge House, Keynsham?**

**Question 10b: Do you agree that the potential pitch provision be taken forward as a formal allocation?**

**GT.14: Land near Ellsbridge House, Keynsham**



## **Glossary**

### **Allocation**

Land identified as appropriate for a specific land use and safeguarded for that purpose through a Development Plan Document.

### **Amenity Building**

There is no single definition of an amenity building but Government guidance states that they should include a minimum of: hot and cold running water; electricity supply; separate toilet; a bath/shower room; and a kitchen and dining area.

### **Authorised Site**

A site which has planning permission for use as a Gypsy and Traveller site.

### **Brownfield**

Also described as previously developed land. Previously-developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.

### **Caravan**

Any structure designed or adapted for human habitation that is capable of being moved from one place to another. Twin-unit caravans shall not be treated as not being (or not having been) a caravan by reason only that it cannot lawfully be moved on a highway when assembled.

### **Core Strategy**

The principal Development Plan Document (DPD) within the Local Development Framework which sets the long term vision, spatial strategy and core policies for shaping the future development of the District to 2026. All other DPDs have to be in conformity with it.

### **Development Plan Document (DPD)**

The key statutory documents within the Local Development Framework. These have to go through rigorous procedures of community involvement, consultation and independent examination being adopted.

### **Emergency Stopping Place**

A licensed short-term Gypsy and Traveller site (or sometimes a 'tolerated' but unauthorised location) to which Gypsies and Travellers can be directed when in need. Fewer facilities are available than on transit sites and usually residents would only be able to remain at such a site for a few days.

### **Equality Impact Assessment**

The process of appraising the equalities effects of plans, strategies and policies on different groups within the community. The primary concern is to identify any discriminatory or negative consequences.

### **Green Belt**

Areas of land where development is particularly tightly controlled with the purpose to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns coalescence; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration by encouraging the recycling of derelict and other urban land.



### **Gypsy and Traveller**

For the purposes of this document, the term is used to refer to all ethnic Gypsies and Irish Travellers, as well as other groups that adopt a nomadic way of life. It does not include Travelling Showpeople.

### **Household**

The typical housing need and census category of 'household unit' is defined as people who share either living space or at least one meal a day together.

### **Local Development Framework (LDF)**

A series of planning documents that, when adopted, will set the long term spatial planning strategy for an area. This will replace the Local Plan.

### **Local Plan**

Sets out policies which guide how and where development should take place up to 2011. It will eventually be replaced by the Local Development Framework.

### **Mixed Use Sites**

Sites that accommodate both residential and business uses. Business use may, for example, include the keeping of tools for employment in landscaping,

### **Mobile Home**

Legally a **caravan**, but not usually capable of being moved by towing. Residential mobile homes are usually of a large size and may resemble either static holiday caravans or chalets.

### **Permanent / Residential Site**

Authorised site intended for long-stay use by residents. No maximum length of stay is set unless planning permission is on a temporary basis.

### **Pitch**

Area of a Gypsy / Traveller site where a single household live in their caravans. Pitches may vary between those large enough for one residential trailer (or mobile home) and one touring (small) trailer to those spacious enough to hold one or two large mobile homes and several 'tourers' as well as working vehicles. On public (socially provided) sites rented pitches tend to be smaller and are easily delineated by fencing. On private family sites where several related households may own the site it may be less easy to identify separate pitches / plots.

As pitch sizes vary considerably between public (socially provided) and private sites, pitch requirements are described in terms of one pitch per **household** rather than specifying how many caravans / mobile homes should be accommodated on a pitch. Accordingly, a large household with a number of children may require more than one pitch if living on a public (or private rented) site with limited pitch size.

### **Plot**

Used with reference to Travelling Showpeople sites. A piece of ground large enough to accommodate a single accommodation unit, and may include space for the storage and maintenance of equipment. A group of plots may be referred to as a yard.

### **Site**

An area of land laid out and used for Gypsy and Traveller caravans. Sites vary in type and size and can range from one-caravan private family sites on Gypsy and Traveller's own land to large scale private and local authority sites.

**Sustainability Appraisal**

The process of appraising the social, economic and environmental effects of plans, strategies and policies.

**Tolerated Site**

An **unauthorised development** or **encampment** may be 'tolerated' for a period of time during which no enforcement action is taken.

**Trailer**

Gypsies and Travellers generally use the term 'trailer' for caravans.

**Transit Site**

Authorised site intended for short-term use by those in transit to other areas. The site is permanent but people who stay on it may only do so for a temporary period (normally for up to three months). Normally these sites have fewer facilities than permanent/residential sites.

**(New) Traveller**

Term used here to refer to people who have adopted a nomadic or semi-nomadic lifestyle living in moveable dwellings who are not ethnic Gypsies or Travellers. The neutral term 'Traveller' is preferred.

**Travelling Showpeople**

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). Most Travelling Showpeople are members of the Showmen's Guild of Great Britain.

**Unauthorised Development**

A Gypsy and Traveller site established on Gypsy- and Traveller-owned land without appropriate planning permission or site licence.

**Unauthorised Encampment**

A piece of land where Gypsies and Travellers reside without planning permission. The land is not in the ownership of those involved in the encampment.

**World Heritage Site**

A cultural or natural site of outstanding value inscribed on the UNESCO (United National Educational, Scientific and Cultural Organisation) List. The City of Bath was inscribed on the List in 1987.

**Yard**

Term used for a **pitch** or **site** occupied by Travelling Showpeople. Gypsies and Travellers may also use the term for a small **site** or a house with land which can accommodate trailers.

**Gypsies, Travellers and Travelling Showpeople  
Site Allocations Development Plan Document**

**Preferred Options Stage**

**Detailed Site Assessment Report**

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## Appendices

- A District Sites Map
- B Completed Site Scoring Matrix
- C Rejected Sites
- D Shortlisted Sites
- E Detailed Site Assessment Tables

## 1.0 Introduction

- 1.1 Bath and North East Somerset Council is working towards the allocation of sites to meet the accommodation needs identified across the District of Gypsies, Travellers and Travelling Showpeople. Bath and North East Somerset does not currently have any authorised permanent or transit sites, though a single pitch benefits from temporary planning permission.
- 1.2 The purposes of this report are to distil the evidence gathered following consultation on the Gypsies, Travellers and Travelling Showpeople Site Allocations DPD Issues and Options paper between November 2011 and January 2012. That consultation included a Call for Sites which resulted in a number of sites being put forward by members of the public for consideration as potential allocation land. These have been considered alongside a number of Council-owned sites.
- 1.3 National Planning Policy *Planning for Traveller Sites* was published in March 2012 and takes immediate effect alongside the National Planning Policy Framework. This policy framework replaces the previous policy guidance set out in Circulars 01/2006 and 04/2007. It adds the requirement that local authorities should identify a supply of specific deliverable sites sufficient to provide five years' worth of sites against the local target, and up to 15 years supply where possible.
- 1.4 The draft B&NES Core Strategy establishes the quantum of 22 permanent sites to be provided up to 2016. This is the time period over which the evidence prepared by the West of England Authorities studied accommodation need. The impact of the new policy framework is being considered as part of the Core Strategy Examination in Public. If the Core Strategy Inspector recommends that B&NES accords with the new national policy, then it is highly likely that there are sufficient sites to meet the new requirements. The precise need for sites to meet the new national policy will require a review of the GTAA study, preferable at the West of England level.

1.5 The result of the site assessment carried out on all sites coming forward through the Call for Sites have informed the identification of a shortlist of sites suitable to meet needs and requirements. This report sets out the background to site selection, the methodology used to assess sites, how site capacities were calculated, the shortlist of sites and the delivery options for those sites.

## 2.0 **Background to Site Selection**

- 2.1 This section sets out the background to the site selection process used to identify preferred sites for the allocation of land for permanent and transit Gypsy and Traveller sites, and a Travelling Showpeople yard.
- 2.2 Sites assessment involved the identification of site assessment criteria, public consultation on those criteria and a Call for Sites, and the production of a Property Services report on Council owned land. The Property Services work produced a shortlist of Council owned property with the potential for use as Gypsy, Traveller or Travelling Showpeople sites.
- 2.3 Following this work consultation responses were collated and used to inform the final site assessment scoring matrix. The scoring system was then applied to the list of Council-owned sites and 3 additional land parcels brought forward by members of the public for consideration.

### ***Site Assessment Criteria***

- 2.4 A background report on the site selection criteria is available to download from the Council's dedicated webpages: [www.bathnes.gov.uk/planningfortravellers](http://www.bathnes.gov.uk/planningfortravellers). This sets out the justification for each of the site assessment criteria and briefly describes the reasoning for individual criteria scores and weightings.
- 2.5 The details of the public consultation held on the Gypsies, Travellers and Travelling Showpeople Site Allocations DPD Issues and Options consultation document are set out fully in a Consultation Statement available to download from the Council's dedicated webpages.
- 2.6 The Consultation Statement sets out the Council's response to the broad responses received to that consultation, including on the site scoring matrix.

2.7 To arrive at a shortlist of potential sites from the full portfolio of Council owned land each site was assessed and reviewed against a set of criteria drawn from Circulars 01/2006 and 04/2007<sup>1</sup>. Those documents have since been replaced by the policy document Planning for Traveller Sites, which is to be read alongside the National Planning Policy Framework. The final site assessment was carried out in accordance with the policies set out within Planning for Traveller Sites.

### ***Detailed Site Assessment***

2.8 Site suitability, availability and achievability of sites were assessed to determine whether sites should be identified as preferred options for allocation.

2.9 To assess site **suitability** each site was assessed against the criteria previously consulted on as part of the Issues and Options paper, taking into account policy requirements, physical site constraints and potential impacts arising from development of sites. This removed a number of sites from consideration due to incompatibility with national planning guidance.

2.10 A central part of an understanding of site suitability, alongside national planning guidance, is the site requirements of Bath and North East Somerset's local travelling community. For this the Gypsy and Traveller Accommodation (and Other Needs) Assessment (2007) and discussions held with the local travelling community on site visits and during the public consultation events were used to identify broad requirements. These helped inform assessments of site suitability.

2.11 To assess **availability** landowners who put forward private sites for assessment were asked to indicate likely availability and any constraints to the release of sites for development. As indicated in the Property Services report, Council owned land was assessed against any existing uses, including leaseholds to determine availability.

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<sup>1</sup> Those documents have since been replaced by the policy document Planning for Traveller Sites, which is to be read alongside the National Planning Policy Framework.

- 2.12 To assess **achievability** all known constraints were identified to draw out site delivery costs such as infrastructure and remediation works.
- 2.13 All sites which were considered suitable, available and achievable were then subject to a broad assessment of site **capacity** to determine the potential number of pitches or plots that could be provided on site.
- 2.14 Finally, final site recommendations were assessed against the need for:
- site distribution relative to the Draft Core Strategy spatial strategy;
  - a range of sites to be provided to meet the different Gypsy, Traveller and Travelling Showpeople communities' needs;
  - affordable pitches to be delivered;
  - private and public sector sites to be provided;
  - a range of site sizes to be provided;
  - a number of sites to be identified with the potential to meet future needs beyond 2016.

## 3.0 Methodology

### Long List of Sites

- 3.1 Potential sites for assessment were established from a review of Council owned land and land in private ownership brought forward through the Call for Sites. This resulted in a longlist of 23 potential sites. These sites are shown on a District-wide map in **Appendix A**.
- 3.2 The longlist of sites were then subject to assessment against the complete site scoring matrix consulted on as part of the Issues and Options consultation. The completed site scoring matrix is included at **Appendix B** and shows the wide range of 'scores' reached by this method.

### Rejecting Sites

- 3.3 The scoring matrix, as well as indicating a scale of relative sustainability, identified a number of significant constraints on development of sites. The weightings applied to the four main constraints – Green Belt, landscape or wildlife designation, flood risk and contaminated land, highlight those sites with the most important physical or policy-lead constraints to development.
- 3.4 Those sites identified as being within and thus impacting adversely on the national landscape designation, the Cotswolds Area of Outstanding Natural Beauty were rejected. The full list of rejected sites is included at Appendix C.
- 3.5 Of particular importance is the need to identify sites outside the Green Belt due to national and local policy restrictions on development on land covered by that designation. This includes the most recent policy included in Planning for Traveller Sites which states that Traveller sites in the Green Belt are inappropriate development. This policy states that sites should not be located within the Green Belt except in very special circumstances.

- 3.6 A significant body of case law sets out the circumstances in which Gypsy and Traveller developments have been permitted in the Green Belt. Those circumstances include a lack of alternative sites in locations outside the Green Belt to meet need and personal need, including a need for settled accommodation to access health and education. Those circumstances must be balanced against the weight to be given to the harm arising from inappropriate development in the Green Belt.
- 3.7 From the shortlist of sites not rejected by the previous sift, a number are affected by constraints such as contaminated land and potential landscape issues which have, upon further investigation, been taken forward for further consideration as mitigation works are also identified that may make those sites acceptable for development. Those constraints are identified in the detailed assessment tables set out in **Appendix E**.
- 3.8 Internal consultation with officers from across the Council was conducted to identify any further constraints or recommendations for the development of the shortlisted sites. The responses to that internal consultation have been incorporated into the information set out within the detailed assessment tables.



## 4.0 Estimating Site Capacity

### What is a Pitch?

4.1 There is no national definition of what size a pitch should be. All potentially suitable sites have been subject to an initial broad assessment of the number of pitches or plots which could be provided on-site. This assessment has taken account of the guidance in *Designing Gypsy and Traveller Sites: Good Practice Guide (CLG, 2008)*, *Travelling Showpeople's Sites Model Standard Package (The Showmen's Guild of Great Britain, 2007)* and any planning history relevant to individual sites.

4.2 *Designing Gypsy and Traveller Sites* states that:

*“an average family pitch must be capable of accommodating an amenity building, a large trailer and touring caravan, (or two trailers, drying space for clothes, a lockable shed (for bicycles, wheelchair storage etc.), parking space for two vehicles and a small garden area.*

*Smaller pitches must be able to accommodate at least an amenity building, a large trailer, drying space for clothes and parking for at least one vehicle.”* (Paragraphs 7.12 - 7.13)

4.3 There is conflicting advice on average pitch size though two figures of 200m<sup>2</sup> and 500m<sup>2</sup> per pitch have each been widely used. The latter figure allows for approximately 20 pitches to be provided on a 1ha site and also enables the provision of space to allow for household growth.

4.4 The figure of 500m<sup>2</sup> has been used as a rough guide in this document to ensure that final pitch design can accommodate all of the matters set out in design guidance, also including landscaping, play space and access arrangements. Final pitch sizes will ultimately be a matter for detailed planning applications to determine.

### **Permanent Pitches**

- 4.5 Larger site sizes are more able to provide a mix of pitch sizes to reflect individual household needs, and can also provide the scope for space to be set aside for future need. Final site capacities will partly be determined by pitch configuration which should reflect the site specific location. Sites should be attractive both to proposed site residents and in the context of surrounding land uses. The use of more generous pitch sizes also allows for landscaping and other mitigation measures to be used where appropriate to achieve high quality site design. This also assists in conserving residential amenity of neighbouring uses.

### **Pitches to Meet Local Needs**

- 4.6 Gypsies, Travellers and Travelling Showpeople are not a uniform homogeneous community, but rather a group of communities which share some features but have their own histories and traditions. The West of England Gypsy and Traveller Accommodation (and Other Needs) Assessment confirms that the predominant groups in Bath and North East Somerset are New Traveller, Irish Traveller and Showmen ('Other' also identified). The identification of a number of sites suitable for allocation will assist in allowing sufficient space to be provided to meet the differing needs of each community.

### **Transit Pitches**

- 4.7 Transit pitches can require fewer amenities on-site and so have a lesser pitch size requirement, though '*Designing Gypsy and Traveller Sites*' recommends the provision of site manager accommodation on-site to establish permanent site management. The provision of amenities on transit sites can vary according to how well used sites are predicted to be. Where sites are likely to be irregularly used the figure of 200m<sup>2</sup> per pitch is more appropriate as a rough guide for estimating transit site pitch capacity.

4.8 By adopting these figures as rough guides to site capacity the Council is not unconditionally determining final pitch numbers, but instead indicating what is likely to be acceptable if the sites are taken forward for final allocation and thereafter when full planning permission is sought for individual sites. The figures are intended as maximum figures to take account of national planning guidance on the most suitable maximum site sizes for management purposes. This method of assessing sites also allows for a mix of pitch sizes to be designed on individual sites to take account of differing accommodation needs.

## 5.0 Shortlisted Sites

### Shortlist Gypsy, Traveller and Travelling Showpeople Sites

5.1 A total of 7 sites are identified as potentially suitable sites for Gypsies, Travellers and Travelling Showpeople. These are shown below alongside details of the potential capacity of those sites. Those figures shown in italics are site capacities for alternative uses.

Site Name	Settlement	Potential Capacity	
		Permanent	Transit
Parcel 7100, Woollard Lane	Whitchurch	2	-
Old Colliery Buildings	Stanton Wick	15	5
Former Canteen Radstock Infant School	Radstock	2	-
Lower Bristol Road, Twerton	Bath	14	15
The Daglands open space	Camerton	9	-
Land near Ellsbridge House	Keynsham	6	15
Station Road, Newbridge	Bath	1 Travelling Showmen's yard	
<b>Total potential pitch provision</b>		<b>34 pitches</b> <i>(80)</i>	<b>20 pitches</b> <i>(50)</i>
		<b>1 Travelling Showmen's yard</b>	

5.2 Of the sites listed above, 3 are located within the Green Belt and two are privately owned. Parcel 7100, Woollard Lane, is the only site within Bath and North East Somerset District benefiting from temporary planning permission and is located within the Green Belt. That permission was granted on the basis that the site is in a sustainable location and would meet an identified need, in particular meeting the personal needs of the applicant and his family. A second pitch is identified as suitable for allocation at this location on the grounds of meeting future household growth at this location.

- 5.3 In addition to the potential permanent and transit pitch provision for Gypsies and Travellers, one site has been identified as having the potential for development as a Travelling Showmen's yard. The Station Road, Newbridge site benefits from existing designation as employment land and improved access to local services and facilities. Consultation with the Showmen's Guild of Great Britain should be used to establish the suitability of this for development as a Travelling Showmen's yard.

### **Site Ownership and Funding**

- 5.4 Of the shortlisted sites, 2 are privately owned. The landowner of Parcel 7100, Woollard Lane has indicated that the site is available and achievable within the next 5 years and benefits from existing services and facilities that would require minimal additional works to establish a second pitch. This site would be delivered by the site owner and would require no public funding.
- 5.5 The land known as Old Colliery Buildings is currently being marketed for sale. The owner has indicated a willingness to sell the land to enable the provision of a Gypsy and Traveller site; this could be achieved through sale to Bath and North East Somerset Council, a Registered Provider or by sale to a private landowner.
- 5.6 Public funding sources for the delivery of Traveller pitches includes the Affordable Homes Programme, from which the Council and other delivery partners may bid for funding to develop Traveller pitches within the District. Of the £60m funds made available through this programme, £13m remains unallocated following the 2011 bidding round.
- 5.7 The Council will also be eligible to receive New Homes Bonus for each Traveller pitch delivered in the District, including private and publicly funded sites. This match funds the additional council tax raised for new pitches for the 6 years following delivery and attracts the additional

affordable homes premium from pitches delivered at below-market prices.

- 5.8 The Council also has the opportunity to dispose of any of the above sites specifically for development as Gypsy, Traveller or Travelling Showpeople sites. This includes freehold and leasehold disposal, as well as the potential to establish a Community Land Trust. The site assessment has considered individual sites on their merits, without consideration for their ownership status.

## 6.0 Policy and Delivery Options

6.1 This section sets out how the site assessment recommendations referred to in the previous sections could be taken forward through the Site Allocations DPD to ensure that the policy framework set out in the Draft Core Strategy relating to Gypsies, Travellers and Travelling Showpeople could be met.

6.2 Policy CP11 of the Draft Core Strategy states that the Council will “*identify suitable and deliverable sites to meet the established accommodation needs of gypsies, travellers and travelling showpeople through separate Development Plan Documents (DPDs) for the period to 2011*”. That policy includes a number of requirements for assessing site suitability:

*a: local community services and facilities, including shops, schools and health facilities, should be accessible by foot, cycle and public transport*

*b: satisfactory means of access can be provided and the existing highway network is adequate to service the site*

*c: the site is large enough to allow for adequate space for on-site facilities and amenity, parking and manoeuvring, as well as any commercial activity if required*

*d: the site does not harm the character and appearance of the surrounding area*

*e: adequate services including utilities, foul and surface water and waste disposal can be provided as well as any necessary pollution control measures*

*f: use of the site must have no harmful impact on the amenities of neighbouring occupiers*

*g: the site should avoid areas at high risk of flooding and have no adverse impact on protected habitats and species, nationally recognised designations and natural resources*

6.3 National Planning Policy *Planning for Traveller Sites* was published in March 2012 alongside the National Planning Policy Framework and takes immediate effect. It replaces the previous guidance contained in Circulars 01/2006 and 04/2007 which set out the approach to planning for Gypsy, Traveller and Travelling Showmen’s sites. The new policy

framework adds the requirement that local authorities should identify a supply of specific deliverable sites sufficient to provide five years' worth of sites against the local target, and up to 15 years supply *where possible*. The Council will be considering the implications of this policy in due course.

- 6.4 The draft B&NES Core Strategy establishes the quantum of 22 permanent sites to be provided up to 2016 which is the time period over which the evidence prepared by the West of England Authorities studied. The precise need for sites to meet the new national policy may require a review of the GTAA study, preferable at the West of England level, which will be used to update the Site Allocations DPD where appropriate.
- 6.5 Three of the shortlisted sites are located within the Green Belt. The number of pitches that could be provided on the preferred non-Green Belt sites is below the total level of need that the Site Allocations document seeks to meet. Land within the Green Belt is considered inappropriate development within the national planning framework set out within the document Planning for Traveller Sites. As set out in paragraphs 3.5 and 3.6 this policy document requires land to be identified within the Green Belt for development only where very special circumstances apply. The absence of appropriate land outside the Green Belt to meet the identified level of need is considered to contribute to very special circumstances and has required Green Belt land to be considered for allocation within the final Site Allocations DPD.
- 6.6 Further evidence of need has not been assessed over the longer term beyond 2016. The shortlist of preferred sites does however offer scope to allocate land to meet future accommodation needs. This would reduce the need for the Council to review the Site Allocation DPD in the future. Any release of land to meet future needs would require active monitoring of supply against need. Should these sites not be



brought forward there may be a need for sites to come forward ad hoc through the development management system.

**APPENDIX 1**  
**DISTRICT SITES MAP**

## MAP

**APPENDIX 2**  
**COMPLETED SITE SCORING MATRIX**

Appendix 2: Completed Site Scoring Matrix

Objectives		Site Location	Prox. Food Shop	Prox. Primary School	Prox. Doctor's Surgery	Prox. Transport Node	Site Screening	Green Belt	Wildlife or Landscape Designation	European Protected Species	Flood Risk	Contaminated Land	Hazardous Place	Brownfield Land	Safe Access to Public Highway	On-site Parking, Turning and Servicing	Existing Road Network Capacity	Noise Issues	Sum of Scores	World Heritage Site	Conservation Area
Site	Site Size (ha)																				
Former Canteen Radstock Infant School, Radstock	0.05	2	3	2	3	3	1	10	0		0	5	5	5	5	0	1	0	45	No	Radstock
Orchard Vale play area and parking, Midsomer Norton	0.33	2	1	3	2	3	0	10	0		0	5	5	0	5	1	1	0	38	No	No
Milward Road open space, Keynsham	0.12	2	2	2	2	3	0	10	0	✓	0	0	5	0	5	1	1	0	33	No	No
Shakespeare Road play area, Westfield	0.37	1	3	2	1	3	0	10	0		0	5	0	0	5	1	1	0	32	No	No
Parcel 7100, Woollard Lane, Whitchurch	0.51	1	0	2	1	3	1	0	0		0	5	5	5	5	1	1	0	30	No	No
Station Road, Newbridge	0.3	2	3	2	2	3	1	10	0	✓	0	-10	5	5	5	1	1	0	30	Yes	Bath
The Daglands open space, Camerton	0.47	1	0	3	0	3	0	10	0		0	5	5	0	0	1	1	0	29	No	No
Agricultural land adjacent to Haycombe Cemetery	10.12	1	2	2	2	3	0	0	0		0	5	5	0	5	1	1	0	27	Yes	No
Land rear of Churchlands, Clutton	0.9	1	0	3	0	3	1	10	0		0	0	5	0	5	1	1	-5	25	No	No

Appendix 2: Completed Site Scoring Matrix

Objectives		Site Location	Prox. Food Shop	Prox. Primary School	Prox. Doctor's Surgery	Prox. Transport Node	Site Screening	Green Belt	Wildlife or Landscape Designation	European Protected Species	Flood Risk	Contaminated Land	Hazardous Place	Brownfield Land	Safe Access to Public Highway	On-site Parking, Turning and Servicing	Existing Road Network Capacity	Noise Issues	Sum of Scores	World Heritage Site	Conservation Area
Site	Site Size (ha)																				
Land east County Bridge (part 2), Radstock	0.42	2	3	2	3	3	0	10	0		0	-10	5	0	5	1	1	0	25	No	Radstock
Newbridge Marina and Caravan Park	3.64	1	1	2	2	3	1	0	0		-5	0	5	5	5	1	1	0	22	Yes	No
Pennyquick land to south	10.5	1	1	2	2	3	0	0	0		0	0	5	0	5	1	1	0	21	Yes	No
Springfield park / Meare Road open space	3.91	1	0	0	0	3	0	10	-10		0	5	5	0	5	1	1	0	21	Yes	Bath
Land at the Drive, Stanton Drew	0.4	1	0	1	0	3	1	0	0		0	0	5	0	5	1	1	0	18	No	No
Land near Ellsbridge House, Keynsham	0.3	1	3	1	1	3	1	10	0		0	0	0	0	0	1	1	-5	17	No	No
Land at junction of Redlynch Lane and Charlton Road, Queen Charlton	1.82	0	0	0	0	3	0	0	0		0	5	5	0	0	1	1	0	15	No	No
Old Colliery Buildings, Stanton Wick	2.5 (10.12)	0	1	1	0	1	1	0	0	✓	0	-10	5	5	5	1	0	0	10	No	No
Lower Bristol Road, Twerton	0.72	0	1	1	1	3	1	0	-5		0	0	5	0	0	1	1	0	9	Yes	No
Land by Fosseway Environment Park	2.08	0	2	1	2	3	1	0	0		0	-5	0	0	5	1	1	-5	6	Yes	No

Appendix 2: Completed Site Scoring Matrix

Objectives		Site	Site Location	Prox. Food Shop	Prox. Primary School	Prox. Doctor's Surgery	Prox. Transport Node	Site Screening	Green Belt	Wildlife or Landscape Designation	European Protected Species	Flood Risk	Contaminated Land	Hazardous Place	Brownfield Land	Safe Access to Public Highway	On-site Parking, Turning and Servicing	Existing Road Network Capacity	Noise Issues	Sum of Scores	World Heritage Site	Conservation Area
		Site Size (ha)																				
		0.43	Car park at Station Road, Wellow	2	0	3	3	1	0	-10		0	0	5	0	0	1	1	0	6	No	Wellow
		1.5	Braysdown Depot, Braysdown Lane	0	0	0	3	1	10	-5		0	-10	0	0	5	1	1	0	6	No	Radstock
		8.34	Land north of Kelston Road	0	1	1	3	1	0	-10		0	0	5	0	0	1	1	0	3	Yes	No
		6.44	Land at Charlcombe Way	1	2	1	3	0	0	-10		0	0	5	0	0	1	0	0	3	Yes	No

**APPENDIX 3**  
**REJECTED SITES**



### Appendix 3: Rejected Sites

Site Ref.	Site Name	Settlement	Reason for Rejection
GT.3	Land rear of Churchlands	Clutton	Green open space adjacent to existing housing boundary. Significant landscape impact.
GT.5	Car park at Station Road	Wellow	The site would have an unacceptable impact on landscape character (site within AONB).
GT.7	Land by Fosseway Environment Park	Bath	Green open space adjacent to existing commercial use. Significant health and well-being concerns. Significant impact on Cotswolds AONB and incursion into Green Belt.
GT.9	Orchard Vale play area and parking	Midsomer Norton	Contrary to policy SR. 1A which protects/safeguards recreational open space. Very poor residential amenity. Not suitable for development as Gypsy and Traveller site.
GT.10	Shakespeare Road play area, Westfield	Radstock	Contrary to policy SR. 1A which protects/safeguards recreational open space. Very poor residential amenity. Not suitable for development as Gypsy and Traveller site.
GT.11	Land east County Bridge (part 2)	Radstock	Public open space. Very poor residential amenity.
GT.12	Milward Road open space	Keynsham	Very poor residential amenity. Not suitable for development as Gypsy and Traveller site.
GT.15	Land at the Drive	Stanton Drew	Site is not available for alternative use. Contrary to policy SR.1A. Not suitable for development as Gypsy and Traveller site.
GT.16	Braysdown Depot, Braysdown Lane	Peasedown St. John	The land is not available for use as a Gypsy and Traveller site.
GT.17	Newbridge Marina and Caravan Park	Bath	The land is not available for use as a Gypsy and Traveller site.
GT.18	Agricultural land adjacent to Haycombe Cemetery	Bath	The land is not available for use as a Gypsy and Traveller site.
GT.19	Pennyquick land to south	Bath	The site would have an unacceptable impact on landscape character (significant incursion into open countryside).
GT.20	Land north of Kelston Road	Bath	The site would have an unacceptable impact on landscape character (site within AONB).
GT.21	Springfield park / Meare Road open space	Bath	Contrary to policy SR. 1A which protects/safeguards recreational open space. Not suitable for development as Gypsy and Traveller site. The site would also have an unacceptable impact on landscape character (site within AONB).
GT.22	Land at Charlcombe Way	Bath	The site would have an unacceptable impact on landscape character (site within AONB).
GT.23	Land at junction of Redlynch Lane and Charlton Road	Queen Charlton	No access from a public highway except through land in third party ownership. The site would have an unacceptable impact on landscape character.

**APPENDIX 4**  
**SHORTLISTED SITES**

#### Appendix 4: Shortlisted Sites

Site Ref.	Site Name	Settlement	Reason for Inclusion
GT.1	Parcel 7100, Woollard Lane	Whitchurch	Existing site with temporary permission for single Gypsy pitch. Deliverable.
GT.2	Old Colliery Buildings	Stanton Wick	Land and existing buildings available for redevelopment with good level of site screening in location providing degree of privacy for site residents.
GT.4	Former Radstock Infant School canteen	Radstock	Redundant canteen. Available.
GT.6	Station Road, Newbridge	Bath	Redundant depot. Available.
GT.8	Lower Bristol Road, Twerton	Bath	Existing tolerated unauthorised encampment with good accessibility to surrounding highway. Available.
GT.13	The Daglands open space	Camerton	Open space with recreational equipment. Would require replacement of existing play space, as set out in Local Plan Policy SR.1A.
GT.14	Land near Ellsbridge House	Keynsham	Redundant green space adjacent to highway.

**APPENDIX 5**  
**DETAILED SITE ASSESSMENT TABLES**

Appendix 5: Detailed Site Assessment Tables

<b>Site</b>	<b>GT.1 Parcel 7100, Woollard Lane, Whitchurch</b>
<b>Site and Surrounding Areas Information</b>	<p>Site is 0.51 hectares.</p> <p>Located just outside Whitchurch settlement boundary.</p> <p>Site comprises land benefiting from an existing temporary planning permission for change of use to small private Gypsy site to site 1 mobile home and 1 touring caravan.</p> <p>The site is well screened from the surrounding highways and residential area. The site has a well-established perimeter hedge at the south and (part) south west boundaries with the remainder being screened by fencing and planting. The site is not considered to be sensitive and the impact of additional development is not considered to have a detrimental visual impact, nor adversely impact on the character of the area. Further perimeter screen fencing (such as 1.8m close board) would be beneficial to ensure existing vegetation was retained and managed.</p>
<b>Highways</b>	<p>The existing temporary planning permission required the construction of a new vehicular access with suitable visibility splays. The site is considered acceptable for its impact on local highways.</p>
<b>Site Constraints</b>	<p>The site is located within the Green Belt but has been identified by the previous planning application as presenting benefits that outweigh the harm to the Green Belt and loss of openness in this location.</p>
<b>Potential for Development and Suitability</b>	<p>The site benefits from an existing temporary planning permission for use as a Gypsy site, is in private ownership and the landowner would like to establish it as a permanent site for the use of his family.</p> <p>The development of this site would meet an identified need and would benefit a single family who have established residency, in particular with the resident's children enrolled in local schools. Childrens Services have also indicated that the ability to obtain a local primary school place is more likely to be easier than in other locations. This is a long term benefit of the allocation of this land for development.</p> <p>On-site services and utilities are already established.</p>

**Appendix 5: Detailed Site Assessment Tables**

<p><b>Availability and Achievability</b></p>	<p>The land is available for development now and benefits from existing on-site amenities and infrastructure. Site owner could deliver an additional pitch within next 5 years.</p>
<p><b>Site Capacity</b></p>	<p>The site consists of an open area of flat land, including hardstanding. Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.51ha would have a holding capacity of 10 pitches, suitable for a permanent site. Based on discussions with the site owner an alternative figure of a maximum of 2 permanent pitches is recommended. This is the maximum site size the owner wishes to extend to.</p>
<p><b>Recommendation</b></p>	<p><b>The site is considered suitable for allocation as a permanent residential site with capacity for 2 pitches (1 additional to that permitted under temporary permission 10/03798/FUL).</b> <b>It is recommended that the site be allocated for 2 permanent residential pitches to meet identified need.</b></p>

Appendix 5: Detailed Site Assessment Tables

<p><b>Site</b></p>	<p><b>GT.2 Old Colliery Buildings, Stanton Wick, BS39 4BU</b></p>
<p><b>Site and Surrounding Areas Information</b></p>	<p>The site is 10.11 hectares in total, of which approximately 2.5 hectares has potential for development. The site comprises a former pit and brick buildings, including workshops and a barn.</p> <p>The site is outside the housing settlement boundary of Stanton Wick. The site is vacant but previously operated as B2 land use. It further benefits from extant planning permission for conversion to a single residential dwelling, ancillary accommodation, B1 floorspace and garaging for 5 vehicles (application ref. 05/02227/FUL and renewal 10/03029/REN).</p> <p>The site is located adjacent to The Winding House, a residential property that previously formed part of the old colliery buildings, and Tia Filers Coaches, a coach business.</p> <p>The site benefits from existing on-site services and utilities. The existing buildings on-site offer the potential for conversion to day/utility rooms and a site manager house.</p> <p>The development of this site would not directly assist the aim of social integration. However, the site's location outside the main settlement would also limit the impact on neighbouring residents and facilitate the Gypsy way of life by providing a site capable of accommodating several families and, potentially, future household growth.</p> <p>Childrens Services have indicated that the ability to obtain a local primary school place is more likely to be easier than in other locations. This is a long term benefit of the allocation of this land for development.</p> <p>The site is previously developed land. National guidance indicates that the reuse of previously developed land can positively enhance the environment with the establishment of a well-planned or soft-landscaped site. The site's unique circumstances, as a former colliery with significant buildings capable of conversion, well bounded by its topography, would prevent the allocation of this land being used as a precedent for development elsewhere.</p> <p>The site is relatively well screened from adjoining roads. In terms of landscape character the area is generally of poor quality and the introduction of caravans or mobile homes behind a well-designed boundary scheme would have little impact. The landscape to the immediate north of Wick Lane is not particularly sensitive and could possibly accommodate such a development. It may be appropriate to restrict or avoid development at the perimeter of the site to avoid impact on neighbouring</p>

**Appendix 5: Detailed Site Assessment Tables**

	<p>properties.</p> <p>There are some longer distance views to the North East to the A37, but these are glimpsed only and with a carefully designed layout, any mobile homes and caravans could be located away from the more visible North East edge. Any development proposals would have to be accompanied by a significant scheme of planting and be based on a detailed Landscape and Visual Impact Assessment.</p>
<p><b>Highways</b></p>	<p>Access to the site is constrained by the C road, Wick Lane. Previous planning permission 05/02227/FUL accepted that <i>“the reduction in traffic generation from the former industrial use of the site would be of benefit, whilst recognising that the site is not in a sustainable location”</i>. Highways did not object to that application due to an earlier permission.</p> <p>The use of this site would be unlikely to reduce reliance on the use of private vehicles. Use of the site for a Gypsy and Traveller site would require additional safeguards to be put in place to ensure highway safety as the existing poor nature of the highways leading to and from the site (single track in parts and tight bends) may lead to conflicting movements with other road users. The limited opportunity for vehicles to pass on the highway is particularly relevant due to the location adjacent to a coach depot. A full highways assessment should be conducted to assess this need and assess the level of development that the site and surrounding highway network could accommodate.</p>
<p><b>Site Constraints</b></p>	<p>The site's former use as a colliery yard, adjacent to a now-disused pit may put site occupants at risk and may require remediation works to ensure on-site safety. As with the previous planning permission, a land contamination survey and remediation works should be required as part of any planning permission. The site owner has advised that a full land contamination survey has been completed and would be able to make this available to the Council.</p> <p>The site has relatively poor access to local services, as access to the local food shop and primary school is within the 1.5km walking distance but has no walking access to a local doctor's surgery, the closest of which is accessible by public transport in Chew Magna. This does not preclude development of the site, as rural or semi-rural locations are accepted by national planning guidance.</p> <p>PPG2 indicates that the fundamental purposes of the Green Belt are to prevent urban sprawl from large built-up areas, to prevent neighbouring towns from merging into one another, to safeguard the countryside from encroachment, to preserve the setting and special character of historic towns, and to assist urban regeneration. The purpose most relevant to determination of this site's suitability for development as a Gypsy and Traveller site is the safeguard the countryside from encroachment.</p> <p>The development would harm the openness of the Green Belt due to the introduction of caravans, amenity blocks, vehicles and domestic paraphernalia. The impact on the openness of the Green Belt would be materially greater than that caused by the</p>



**Appendix 5: Detailed Site Assessment Tables**

	<p>permitted change of use to a single dwelling, but should also be considered in the context of the former industrial B2 use which permits the storage of minerals and waste arising from the use.</p> <p>The site is well contained by its existing boundaries adjoining the two residential and commercial properties on Wick Lane and its topography. The steep slope of the land at the east, north and south boundaries would prevent additional development encroaching into the open countryside. The site's containment means that it does not therefore form part of the wider open countryside to the east, either visually or functionally. This context reduces the harm which would be caused by the development; this leads to the conclusion that conflict with the purposes of the Green Belt designation would be of moderate weight.</p> <p>The change of use and redevelopment of the site would represent inappropriate development in the Green Belt. This must be weighed against any benefits arising from its allocation as a Gypsy and Traveller site, and the existing permitted uses, including its former use as B2 land, which could be recommenced.</p>
<p><b>Potential for Development and Suitability</b></p>	<p>The site is vacant but benefits from existing B2 use. The site also benefits from extant planning permission for the change of use to 1 residential dwelling, ancillary accommodation, B1 floorspace and garaging for 5 vehicles.</p> <p>The site is in private ownership. The site benefits from existing on-site services and utilities. Existing buildings could be converted to form day/utility rooms and a site manager's office.</p> <p>The development of this site would meet an identified need. The site has the potential to deliver a single large site that could significantly reduce the overall level of need required to be met elsewhere in Bath and North East Somerset District. Alternatively, a smaller portion of the site could be allocated to deliver a lower number of pitches, as required. Harm to the Green Belt arising from the development of this site would decrease with the allocation of a lower number of pitches.</p> <p>The principle of sites for Gypsies and Travellers is governed by Local Plan Policy HG.16. Policy CP.11 of the Submission Draft Core Strategy will replace LP Policy HG.16. The site is not suitable in light of Green Belt policy.</p> <p>The benefits and constraints arising from the site's setting within the open countryside but within the boundaries of the former colliery, are set out above. These should be weighed against the current unmet need for permanent residential site(s) in Bath and North East Somerset and the availability of alternative sites to meet that need outside the Green Belt within the District. The benefits arising from the development of this site are considered to constitute the very special circumstances necessary to allocate this Green Belt site for development.</p> <p>In the context of the planning history and policies determining suitability for a Gypsy and Traveller site, and the very special</p>

**Appendix 5: Detailed Site Assessment Tables**

	<p>circumstances identified above, the site is considered suitable subject to appropriate contaminated land and highways assessments being conducted.</p>
<b>Availability and Achievability</b>	<p>The land is available for development now and benefits from existing on-site amenities. Conversion of existing buildings to form day/utility rooms is achievable without significant rebuilding or extension but would have associated costs. There would also be cost implications arising from site remediation.</p> <p>The site owner wishes to dispose of the site and is currently being marketed by an agent. The site may be suitable for the Council or a Registered Provider to deliver which would have the benefit of enabling delivery of affordable accommodation.</p>
<b>Site Capacity</b>	<p>The site consists of three main levels of flat land, separated by slopes. These are the areas upon which the capacity calculation is based; the wider area of land includes very steeply sloping land towards the east and south. This area is covered in fairly dense vegetation and would be difficult to develop and is hence omitted from the capacity calculation.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 2.5ha would have a holding capacity of 50 pitches, suitable for a permanent or transit site, or a mix of the two. Based on discussions with the site agent and national guidance, an alternative figure of a maximum of 20 pitches is recommended for the site to take account of site topography, the existing level of buildings on-site and the need to provide a safe living environment. This is to be comprised of 15 permanent and 5 transit pitches.</p>
<b>Recommendation</b>	<p><b>The site should be allocated for a maximum of 15 permanent pitches and 5 transit pitches.</b></p>

Appendix 5: Detailed Site Assessment Tables

<b>Site</b>	<b>GT.3 Land to the rear of Churchlands, Clutton, BS39 5PG</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.9 hectares.</p> <p>The site is outside the Green Belt and is located immediately adjacent to the Clutton housing development boundary. The site benefits from good access to local services and facilities, though poor public transport prevents ease of access to more distant services.</p> <p>Childrens Services have indicated that the ability to obtain a local primary school place is more likely to be easier than in other locations. This is a long term benefit of the allocation of this land for development.</p>
<b>Highways</b>	<p>Access to the site would likely require works and may represent a significant barrier to development as either a permanent or transit site, or a Travelling Showmen's yard which are each likely to require safe access and egress for larger vehicles.</p> <p>Improved access would be required together with the provision of suitable visibility splays at this location due to the need to accommodate towing vehicles.</p>
<b>Site Constraints</b>	<p>Development on the northern part of the site (likely forming access to the site) would cause little or no visual impact and, coupled with a well-designed landscape scheme on the frontage, would not unduly affect the character of the area.</p> <p>The main (southern) part of the site forms an important part of the setting of Clutton and development at this location would have a significant negative visual impact and a substantially adverse impact on the character of the area. It would be very difficult to successfully integrate the development on this part of the site with the surrounding area. Any development proposals would have to be accompanied by a significant scheme of planting and be based on a detailed Landscape and Visual Impact Assessment. Successful screening may be difficult to achieve</p> <p>The site is located adjacent to a pumping station. It is strongly advised that an acoustic report is commissioned to study the potential impact of this facility to ensure that the development (if pursued) complies with national policy on noise. The development should comply with BS 8233 which provides guideline internal noise values for habitable rooms.</p> <p>The northern part of the site lies adjacent to the SNCI known as Fry's Bottom, formerly forming part of the Clutton dismantled</p>

**Appendix 5: Detailed Site Assessment Tables**

	<p>railway. Development at this location would require further identification of impacts on this SNCI and potential mitigation works.</p>
<b>Potential for Development and Suitability</b>	<p>The site is within a sustainable location adjacent to existing residential properties. The development of this site would meet an identified need.</p> <p>The principle of sites for Gypsies and Travellers is governed by Local Plan Policy HG.16. Policy CP.11 of the Submission Draft Core Strategy will replace LP Policy HG.16. The site is suitable in the context of these policies, subject to appropriate highways and landscape assessments being conducted.</p>
<b>Availability and Achievability</b>	<p>The site is Council-owned but is available for development now.</p> <p>The Council have the right to access the site but may need to negotiate with the landowner of the land parcel used to access the pumping station to make the access to the site for additional vehicular use acceptable.</p> <p>No significant viability constraints have been identified to impede delivery. Subject to planning permission being achieved the site could be developed within the next 5 years.</p>
<b>Site Capacity</b>	<p>The site consists of a relatively flat area of land.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.9ha would have a holding capacity of 18 pitches, suitable for a permanent site. An alternative figure of a maximum of 15 pitches is recommended for this location as Government guidance recommends this for effective site management. This also takes account of the need for site screening to establish residential amenity, and takes account of the size of the adjoining settlement.</p>
<b>Recommendation</b>	<p><b>The site should not be allocated due to the impact on the wider landscape.</b></p>

Appendix 5: Detailed Site Assessment Tables

<p><b>Site</b></p>	<p><b>GT.4 Former Radstock Infant School canteen, Radstock, BA3 3HE</b></p>
<p><b>Site and Surrounding Areas Information</b></p>	<p>The site is 0.05 hectares.</p> <p>The site is within the housing development boundary of Radstock. The site is bounded by residential properties and the former Radstock County Infant School.</p> <p>The site is also part-previously developed land.</p> <p>The site benefits from good accessibility to local services and facilities and is not located within the Green Belt.</p> <p>Childrens Services have indicated that the ability to obtain a local primary school place is more likely to be difficult than in other locations where an in-year admission is sought.</p> <p>There are some local views into the site from adjacent residential properties and no longer distance views. There is a well-established evergreen hedge to the rear of the property. In terms of landscape character, mobile homes or caravans in this location would be viewed as alien in this residential location and that the impact on character would therefore be unacceptable.</p> <p>The site location within the Radstock Conservation Area and in a residential area makes the need for site screening important in minimising visual intrusion and preserving resident amenity and privacy.</p>
<p><b>Highways</b></p>	<p>Off-street parking would be an important part of site design as parking is constrained in this location.</p> <p>Access on to the site may require works to make safe to take account of need for visibility.</p>
<p><b>Site Constraints</b></p>	<p>Location within a residential area requires sensitive pitch design.</p>
<p><b>Potential for Development and Suitability</b></p>	<p>The site is in a highly accessible location and is adjacent to existing residential properties.</p> <p>The development of this site would meet an identified need for a small residential site. This would be suitable for an individual family not wishing to live within a larger site. The screening already in place provides the site with privacy while allowing for</p>

**Appendix 5: Detailed Site Assessment Tables**

	<p>integration into the surrounding community.</p> <p>The principle of sites for Gypsies and Travellers is governed by Local Plan Policy HG.16. Policy CP.11 of the Submission Draft Core Strategy will replace LP Policy HG.16. The site is suitable in the context of these policies, subject to an appropriate highway assessment being conducted and an assessment of the impact upon neighbouring occupiers' amenities.</p>
<b>Availability and Achievability</b>	<p>Works would be required to make site acceptable for residential use, including demolition of the existing building and the boundary wall to the front of the site, and infrastructure works. No other barriers to development have been identified as the site is available now.</p> <p>The site is Council-owned but could be delivered within the next 5 years.</p>
<b>Site Capacity</b>	<p>The site consists of a large derelict building and garden land to the rear. The site is flat.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.05ha would have a holding capacity of a maximum of 2 pitches, suitable for a permanent site.</p>
<b>Recommendation</b>	<p><b>The site should be allocated for a maximum of 2 permanent residential pitches.</b></p>



Appendix 5: Detailed Site Assessment Tables

<p><b>Site</b></p>	<p><b>GT.5 Car park at Station Road, Wellow, BA2 8QB</b></p>
<p><b>Site and Surrounding Areas Information</b></p>	<p>The site is 0.43 hectares.</p> <p>The site is immediately adjacent to the housing development boundary of Wellow.</p> <p>The site has good access to local services and amenities.</p> <p>Childrens Services have indicated that the ability to obtain a local primary school place is more likely to be easier than in other locations. This is a long term benefit of the allocation of this land for development.</p> <p>The site is set within the Wellow Conservation Area and the Cotswolds Area of Outstanding Natural Beauty. There are longer distance views out to the wider AONB across the site and important views towards Wellow (also across the site) from across the valley. The site is not visible from Station Road but is overlooked in part by dwellings at Henley View. Any development on this site would require substantial mitigation in the form of screen fencing or planting. These elements would themselves be alien in the context of the surrounding area, and intrusive in the landscape.</p> <p>The reuse of Council-owned land would also be of benefit in meeting identified need, particularly as this land could be developed to provide affordable accommodation.</p>
<p><b>Highways</b></p>	<p>Site access is a significant constraint to development of this site. Access to the site is established for vehicular use, and works to make the site safe for access with caravans would require additional land take from surrounding properties.</p>
<p><b>Site Constraints</b></p>	<p>The location within the Cotswolds Area of Outstanding Natural Beauty and Wellow Conservation Area would require very sensitive site design to mitigate against any negative impact on the landscape arising from development of this site.</p>
<p><b>Potential for Development and Suitability</b></p>	<p>The site is in a location with good access to local services and amenities and is adjacent to existing residential properties.</p> <p>The development of this site would meet an identified need for a residential site.</p> <p>The principle of sites for Gypsies and Travellers is governed by Local Plan Policy HG.16. Policy CP.11 of the Submission Draft Core Strategy will replace LP Policy HG.16. The site is not considered suitable in the context of these policies, due to</p>

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	<p>significant highway issues and impact on the AONB. Significant mitigation works would be required to make site development acceptable. Highways works would require negotiations with surrounding neighbours due to land requirements to bring the road up to adoptable standard.</p>
<b>Availability and Achievability</b>	<p>The site is in existing use as a car park but could be made available within the next 5 years. The site is not considered to be achievable due to likely requirement to make alterations to the highway requiring works to land in third party ownership.</p>
<b>Site Capacity</b>	<p>The site consists of a flat area of land, laid to gravel and grass.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.43ha would have a holding capacity of 9 pitches, suitable for a permanent site.</p>
<b>Recommendation</b>	<p><b>The site should not be allocated due to the impact on the Area of Outstanding Natural Beauty and very poor highways access.</b></p>



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<p><b>Site</b></p>	<p><b>GT.6 Station Road, Newbridge, Bath, BA1 3DX</b></p>
<p><b>Site and Surrounding Areas Information</b></p>	<p>The site is 0.3 hectares.</p> <p>The site is within the Bath housing development boundary. It is bounded by residential properties and forms part of the core employment area of Locksbrook Industrial Estate.</p> <p>The site benefits from good access to local services and facilities, including excellent pedestrian access and good public transport accessibility.</p> <p>Childrens Services have indicated that the ability to obtain a local primary school place is likely to be more difficult than in other locations where an in-year admission is required.</p> <p>The site has a strip of woodland on one side (north) and some taller trees on a steep slope to the south and east. The western end contains the access from Station Rd and is generally well screened. There are some localised views from immediately adjacent housing, but no longer distance views. The site is also surrounded by railway sleeper on edge walling (up to 1.8m generally) and is surfaced in concrete.</p> <p>Development of or on the site would not significantly impact on the WHS but would have some localised impact on the adjacent residential properties. There is little scope for on-site mitigation so management of the adjacent woodland / planting would be of primary importance. Careful design of fencing, planting or walling inside the site could be of great importance in managing resident amenity and privacy. Mitigation of the visual impact of redevelopment of this site is possible through sensitive pitch design.</p>
<p><b>Highways</b></p>	<p>The site benefits from existing access from Station Road. A Transport Assessment is likely to be required to assess the impact of additional traffic arising from the use of the site for residential accommodation and potentially business use but is otherwise considered acceptable.</p>
<p><b>Site Constraints</b></p>	<p>This land is likely to have contamination issues due to its historical use. This site would require full investigation leading to likely remediation works which would have cost implications.</p> <p>We would recommend that an acoustic report is commissioned to ensure that the development (if pursued) complies with</p>

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	<p>planning guidance. The development should comply with BS 8233 which provides guideline noise values for habitable rooms.</p>
<p><b>Potential for Development and Suitability</b></p>	<p>The site is in a location with good access to services and facilities and is designated as part of the core employment area of Locksbrook Industrial Estate. Continuing business use or mixed residential and business use would make efficient use of vacant land within Council ownership.</p> <p>The development of this site would meet an identified need for mixed-use business and residential land or for sole business use in association with a permanent residential site elsewhere in the District.</p> <p>The principle of sites for Gypsies and Travellers is governed by Local Plan Policy HG.16. Policy CP.11 of the Submission Draft Core Strategy will replace LP Policy HG.16. The site is suitable in the context of these policies, subject to an appropriate highway assessment being conducted.</p>
<p><b>Availability and Achievability</b></p>	<p>The site is vacant and available for redevelopment within the next 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<p><b>Site Capacity</b></p>	<p>The site consists of a flat area of land covered by hardstanding.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.3ha would have a holding capacity of 6 pitches, suitable for a permanent site, potentially incorporating business use.</p> <p>The site's location within the Locksbrook Industrial Estate also gives weight to the potential use of the site as a sole business use in association with a nearby residential site, though no permanent residential allocations are proposed in close proximity.</p> <p>The site also has the potential to be utilised as a Travelling Showpeople yard, subject to full contaminated land and highways assessments being conducted. Full site remediation should be carried out prior to occupation of the site.</p>
<p><b>Recommendation</b></p>	<p><b>It is recommended that the site be brought forward as a Travelling Showmen's yard.</b></p>

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<p><b>Site</b></p>	<p><b>GT.7 Land by Fosseway Environment Park, Bath, BA2 8PD</b></p>
<p><b>Site and Surrounding Areas Description</b></p>	<p>The site is 2.08 hectares.</p> <p>The site is outside the Bath housing development boundary.</p> <p>The site has reasonable access to services and facilities.</p> <p>Childrens Services have indicated that the ability to obtain a local primary school place is more likely to be easier than in other locations. This is a long term benefit of the allocation of this land for development.</p> <p>The site benefits from existing mature screening at its roadside boundary to the north and from wider views from Combe Hay Lane to the south.</p> <p>The site lies adjacent to a very important historic route into the City and a critical part of the setting of the WHS. The development of this site would not have any immediate impact on any residential properties.</p>
<p><b>Highways</b></p>	<p>The neighbouring Waste Recycling Centre benefits from access at this location. Works would be required to establish safe access to the site for caravans and other towing vehicles, including the possible use of a ghost island (right hand turning lane). A Transport Assessment is likely to be required to assess the impact arising from the use of the site for residential accommodation and potentially business use but is otherwise considered acceptable.</p> <p>The location adjacent to the A367 and in very close proximity to the Odd Down Park and Ride is a strong material benefit of this site, providing excellent access to the surrounding highway network and the City Centre. It may be appropriate to establish more formal access between the site and the Park and Ride to formalise this link.</p>
<p><b>Site Constraints</b></p>	<p>The site sits high on a plateau and there are longer distance views across the city as far as Lansdown to the north and to wider open landscape to the North West and South East. The site does appear untidy and generally unmanaged. It also lies to the west of the existing Park and Ride facility (which is being extended westwards) which has an existing visual impact on the surrounding areas and on long distance views. The cumulative impact of development of this location would be to link the existing developments at the Odd Down Park and Ride and Waste Recycling Centre</p>

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A mobile home / caravan scheme would introduce a new visual element into the open countryside and would have a significant visual impact. If this site is allocated for development, sensitive site design would be required to integrate with the surrounding developed areas, including the Park and Ride and neighbouring Waste Recycling Centre.

Such a scheme may include comprehensive planting (and possibly mounding) scheme to mitigate against the visual impact. The site is relatively large and does have enough space for such a scheme. Similarly, the existing planting is establishing well and the site is generally well hidden by an existing hedgerow to the north side adjacent to the highway (A367).

Landscaping and planting are encouraged in national planning guidance to help sites blend into their surroundings, give structure and privacy, and maintain visual amenity, not to hide development or isolate residents from surrounding areas. Additional landscaping to the east of the site, alongside the Fosseyway Environment Park Waste Recycling Centre would be necessary to achieve these aims due to its prominence.

Although there is a recycling centre already in this general location, this development would link it to the P&R. The overall development would have a significant and adverse impact on the setting of the WHS because it expands its influence out into the open countryside.

This land is likely to have contamination issues due to its historical use. This site would require full investigation leading to likely remediation works which would have cost implications for its development.

The site's location adjacent to the Waste Recycling Centre would likely be harmful to resident's health and well-being due to the associated noise, air pollution and visual intrusion of the neighbouring use. These harmful effects are considered significant and a significant barrier to the development of the site. An acoustic report would be required establish the impact of noise on proposed site residents, alongside a health impact assessment to ensure that the development (if pursued) complies with national guidance on noise and health. The development should comply with BS 8233 which provides guideline noise values for habitable rooms.

The site is set within the Green Belt. The southern boundary of the site adjoins the Coitswolds AONB. The site is located outside the boundary of the Bath World Heritage Site (WHS). Due to the site's location adjacent to the neighbouring Waste Recycling Centre and close to the Odd Down Park and Ride the development of this site would not represent a significant individual incursion into the Green Belt, but would have to be considered as contributing to the creep of development at this general location.

The harm identified from impact on the Green Belt and the adjoining AONB should be balanced against any benefits arising

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	<p>from the development as a Gypsy / Traveller or Travelling Showmen’s site.</p>
<p><b>Potential for Development and Suitability</b></p>	<p>The site is in a location with reasonable access to services and facilities. The allocation of this land within the Green Belt for development would meet an identified need for either permanent or transit pitch provision but is considered more appropriate to meet the need for a Travelling Showpeople yard.</p> <p>The harmful impacts arising from allocating land adjacent to a waste recycling facility, allocated within the West of England Joint Waste Core Strategy for the treatment of residual wastes are considered to render the adjacent land unsuitable for residential use. This is supported by national planning guidance which indicates that land should not be allocated where it would be harmful on the health and well-being of site residents.</p>
<p><b>Availability and Achievability</b></p>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>Subject to appropriate highways and contaminated land assessments, and any remediation works arising from this, there are no identified barriers to development of this land.</p>
<p><b>Site Capacity</b></p>	<p>The site consists of a relatively flat area of green open space with tree cover at each of the boundaries.</p> <p>Based on 500m2 pitch sizes (including for internal circulation, residents and visitor parking), the site of 2.08ha would have a holding capacity of 42 pitches, suitable for a permanent site. Guidance recommends that a maximum site size of 15 permanent pitches should be established for site management purposes.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m2 pitch sizes the site of 8.34ha would have a holding capacity of 104 pitches. An alternative figure of a maximum of 15 pitches is recommended for this location as Government guidance recommends this for effective site management. This also takes account of the need for site screening to establish residential amenity.</p> <p>Alternatively, the site presents potential for development as a Travelling Showpeople site, given the need for business / storage use on such sites. The site has the capacity for separate residential and storage / maintenance areas, as well as the capacity for additional landscaping and play space. Site design would have to be sensitive to its location, in particular in relation to the Waste Recycling Centre.</p>
<p><b>Recommendation</b></p>	<p><b>The site should not be allocated due to the harmful environment adjacent to the Waste Recycling Centre, impact on the adjoining Area of Outstanding Natural Beauty and cumulative impact of development at this location on the Green Belt.</b></p>



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<p><b>Site</b></p>	<p><b>GT.8 Lower Bristol Road, Twerton, Bath, BA2 9ER</b></p>
<p><b>Site and Surrounding Areas Information</b></p>	<p>The site is 0.72 hectares.</p> <p>The site is outside the housing development boundary of Bath.</p> <p>The site has reasonable access to services and facilities, including the local primary school and doctor's surgery. Each present significant benefits of the site, enabling the continuation of education and access to healthcare. Childrens Services have indicated that the ability to obtain a local primary school place is more likely to be easier than in other locations.</p> <p>The site has significant accessibility benefits derived from its location adjacent to the A36, a major point of access to Bath and surrounding areas, including Keynsham.</p> <p>The site forms an important part of the entrance and green setting to the World Heritage Site (WHS) with views to the Brunel tunnel entrance and the distinctive slopes up to Carrs Wood. The site however is self-contained which potentially lessens its wider impact on the WHS setting.</p> <p>The site is screened to some extent to the east and west but is prominent in the landscape from the A36 and the railway to the south, which overlooks the site. Landscaping and planting are encouraged in national planning guidance to help sites blend into their surroundings, give structure and privacy, and maintain visual amenity, not to hide development or isolate residents from surrounding areas. Soft landscaping to the front of the site, alongside the A36 could be employed to achieve these aims.</p>
<p><b>Highways</b></p>	<p>This site has access on to the Lower Bristol Road but would likely require further works to ensure safe access for caravans and other vehicles. Road calming measures and footway improvements are likely to be required to ensure site occupant, visitor and other road users' safety, due to the speed of traffic on the adjoining section of Lower Bristol Road (A36). There would be clear cost implications of the allocation of this site due to the need for highway works. Convenient access to the road network and public transport is a significant benefit of this site, reducing the need for long distance travel whilst enabling access to Bath, Keynsham and surrounding areas. This makes the site suitable for both permanent and transit provision.</p>
<p><b>Site Constraints</b></p>	<p>The site lies adjacent to the designated Carrs Wood Local Nature Reserve (LNR) (Site of Nature Conservation Interest). The development of the site May impact on the management of the adjacent woodland and this needs to be considered. National planning guidance indicates that local landscape and nature conservation designations should not be used in themselves to</p>

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preclude development.

There is no road frontage vegetation which gives open short range views to / from the main road (north). There are also some limited longer distance views to the hillside to the south. Views from there across the site would be limited and the site would not have a significant impact.

The site is otherwise well screened by riparian vegetation to the west and south and adjacent sloping ground to the east. There are no residential properties nearby and impact on the wider character of the area is limited.

The northern boundary currently contains a low stone wall in poor condition and a Heras fence that demonstrates how, if it were a solid barrier, it would successfully block most views into the site. Access appears to be good but if the access is formalised or improved this might lead to the need to remove any more vegetation to the east of the entrance or walling along the main frontage. If this were the case, then a well-designed replacement scheme would be necessary.

This is a suitable site subject to a well-designed frontage scheme containing a line of longer term woodland planting with a line of taller trees located behind the existing wall (repaired) and with a taller timber fence behind that again to provide immediate screening.

Management of the woodland and riparian vegetation is critical and should be enshrined in an overarching management plan. With a well-considered management and boundary scheme this site would appear to be suitable and its development would have limited visual / landscape impact.

We would recommend that an acoustic report is commissioned to ensure that the development (if pursued) complies with national guidance on noise. The development should comply with BS 8233 which provides guideline noise values for habitable rooms. The site is located within the Green Belt. National planning policy indicates that development within the Green Belt is inappropriate and substantial harm arises from this. This harm should be balanced against any benefits arising from the development as a Traveller site.

The site would encroach into the countryside. The site is however well contained by landscaping which would prevent further development to the east and is a sustainable location for residential development. The site is located opposite office space at Lawrence House. Whilst the site would have some harmful effect on the openness of the area, the impact of development would be limited to the immediate surroundings and could be mitigated through the use of screening on the roadside boundary.

The site is also located within the Bath World Heritage Site (WHS) boundary. It does not however form part of the Important

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	<p>Green Hillside noted in the Bath World Heritage Site Setting Study.</p> <p>The site location adjacent to the Lower Bristol Road gives rise to noise issues. This may impact on the quality of life and health of site residents and may require landscaping and sensitive site design to reduce the impact of this.</p>
<p><b>Potential for Development and Suitability</b></p>	<p>The site is in a location with good access to services and facilities. The site could be developed for either permanent or transit pitch provision to make efficient use of the land. Development at this location would be consistent with national planning policy seeking a sustainable pattern of development that would assist social integration for the Traveller community. The allocation of land away from existing residential properties means that there would be no negative impact on the living conditions of other residents.</p> <p>The allocation of this land within the Green Belt for development would meet an identified need for either permanent or transit pitch provision. Site size also enables the development of land capable of bringing forward a large proportion of the Council's total pitch provision. This would reduce the need to allocate land elsewhere in the District, including on land set within the Green Belt.</p> <p>The benefits arising from the development of this site to meet a significant number of identified unmet need for Gypsy and Traveller pitches, together with the limited impact on the openness of the countryside outweighs the harm to the development of land within the Green Belt.</p> <p>The principle of sites for Gypsies and Travellers is governed by Local Plan Policy HG.16. Policy CP.11 of the Submission Draft Core Strategy will replace LP Policy HG.16. The site is suitable in the context of these policies, subject to a full highway assessment being conducted and a landscape management plan being put in place as part of the ongoing management of this site, should it be allocated.</p>
<p><b>Availability and Achievability</b></p>	<p>The site currently comprises unauthorised encampment, tolerated by the Council. The land is otherwise available for development within the next 5 years.</p> <p>Subject to a highway and transport assessment being completed, and appropriate measures put in place to ensure highway and pedestrian safety, there are no identified barriers to development of this land. Those works would have cost implications which may reduce the viability of the development of the site and would require further cost analysis.</p>



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<p><b>Site Capacity</b></p>	<p>The site consists of a relatively flat area of green open space set adjacent to the Carrs Wood LNR.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.72ha would have a holding capacity of 14 pitches, suitable for a permanent site. The site has the potential for use as a mixed-use site, though this is less than favourable due to the location adjacent to the LNR.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 0.72ha would have a holding capacity of 36 pitches. Guidance recommends that a maximum site size of 15 transit pitches should be established for site management purposes.</p> <p>The site also has the potential for a mix of permanent and transit pitches, up to a maximum capacity of 15 pitches with mix to be determined through detailed site design.</p>
<p><b>Recommendation</b></p>	<p><b>It is recommended that the site be brought forward as a transit site due to its sustainable location and ease of access to the public highway. The allocation should be for a maximum capacity of 15 pitches, including capacity for an on-site site warden to ensure management of the site.</b></p>

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<b>Site</b>	<b>GT.9 Orchard Vale play area and parking, Midsomer Norton, BA3 2RD</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.33 hectares.</p> <p>The site is set within the Midsomer Norton housing development boundary.</p> <p>The site benefits from good access to services and facilities.</p>
<b>Highways</b>	<p>The site benefits from existing vehicular access from Orchard Vale. No highway problems are considered likely to arise from the use of this site as residential accommodation.</p>
<b>Site Constraints</b>	<p>The site is in a location highly sensitive to any form of additional development due to its proximity to existing dwellings and the two-storey Care Home / Extra Care scheme buildings at Greenbank. These buildings overlook the site.</p> <p>Development at this location would likely not assist the promotion of peaceful and integrated co-existence between the site and the locality, as required by national planning guidance. It would be considerably difficult to establish resident amenity and privacy.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a highly accessible location but is surrounded by existing residential properties in an exposed location. The development of this site would meet an identified need.</p> <p>The development of this site would also make efficient use of Council-owned previously-developed land.</p>
<b>Availability and Achievability</b>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<b>Site Capacity</b>	<p>The site consists of a relatively flat area of green space and hardstanding adjacent to Orchard Vale community hall (excluded from this area of land).</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.33ha would have a holding capacity of 7 pitches, suitable for a permanent site.</p>

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<p><i>Recommendation</i></p>	<p>The site is in an exposed location and would be heavily overlooked from neighbouring properties which are not small in scale. The site should not be allocated due to its highly sensitive location which would harm occupant amenity. The allocation of this land would also likely fail to promote the integrated co-existence of site residents and the local community.</p>
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<b>Site</b>	<b>GT.10 Shakespeare Road play area, Westfield, Radstock, BA3 3XL</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.37 hectares, of which approximately 0.32 hectares is developable.</p> <p>The site is adjacent to the housing development boundary of Radstock.</p> <p>The site benefits from good access to services and facilities.</p>
<b>Highways</b>	<p>The site is currently accessed by a footpath running to and between properties on Wesley Avenue, and Shakespeare Road. Further vehicular access on to the site could be established from Shakespeare Road. No highway problems are considered likely to arise from the use of this site as residential accommodation.</p>
<b>Site Constraints</b>	<p>The site is located adjacent to residential properties on Shakespeare Road and is heavily overlooked in part due to the sloping nature of the site. The level of exposure of the site leads to the conclusion that development at this location would likely harm site and neighbouring residents' amenity and privacy. Development would likely not assist the promotion of peaceful and integrated co-existence between the site and the locality, as required by as national planning guidance.</p> <p>The sloping nature of the site would make development for residential accommodation difficult.</p> <p>The site is also located adjacent to the Norton Radstock (disused) railway SNCl. The development of this site is likely to have an adverse impact on the SNCl.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a highly accessible location but is surrounded by existing residential properties in an exposed location. The development of this site would meet an identified need.</p> <p>The site is not considered suitable due to the topography of the site which would prevent reasonable residential amenity and privacy for site residents.</p>
<b>Availability and Achievability</b>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>

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<b>Site Capacity</b>	<p>The site is gently sloping from the south of the site to the north.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.32ha would have a holding capacity of 7 pitches, suitable for a permanent site.</p>
<b>Recommendation</b>	<p><b>The site is in an exposed location and would be heavily overlooked from neighbouring properties. The site should not be allocated due to its highly sensitive location which would harm occupant amenity.</b></p>

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<b>Site</b>	<b>GT.11 Land east of County Bridge, Radstock, BA3 3EP</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.42 hectares.</p> <p>The site is within the Radstock housing development boundary.</p> <p>The site benefits from good access to services and facilities.</p>
<b>Highways</b>	<p>Access can be made to the site from either Waterloo Road or Frome Road. There is a good standard of highway access from Waterloo Road. No highway problems are likely to arise from the use of this site for residential accommodation.</p>
<b>Site Constraints</b>	<p>The site lies on the former Ludlows Pit. The site is potentially contaminated and would require a full contaminated land assessment and remediation works prior to development and occupation.</p> <p>The site is located within the Radstock Conservation Area.</p> <p>The site location is adjacent to the main highway through Radstock. This is good for accessibility. The site is highly visible in its setting, with neighbouring 2-3 storeys high buildings heavily overlooking the site. There is little potential for screening to establish resident amenity and privacy. The development of this site for Traveller pitches would appear incompatible with the surrounding environment.</p> <p>Development at this location would likely not assist the promotion of peaceful and integrated co-existence between the site and the locality due to the level of visual exposure.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a highly accessible location but is surrounded by existing residential and commercial properties in an exposed location. The development of this site would meet an identified need.</p> <p>The site is not considered suitable due to the sensitivity of the location to development. This would prevent reasonable residential amenity and privacy being established for site residents.</p>

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<p><b>Availability and Achievability</b></p>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<p><b>Site Capacity</b></p>	<p>The site consists of a flat area of green open space, containing a number of trees.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.42ha would have a holding capacity of 8 pitches, suitable for a permanent site.</p>
<p><b>Recommendation</b></p>	<p><b>The site is highly sensitive due to its location with significant overlooking from neighbouring residential and commercial properties and noise issues arising from its location immediately adjacent to Waterloo Road. The site should not be allocated due to its highly sensitive location which is considered would harm the amenity of any proposed occupants.</b></p>

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<b>Site</b>	<b>GT.12 Milward Road open space, Keynsham, BS31 2DS</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.12 hectares.</p> <p>The site is within the Keynsham housing development boundary.</p> <p>The site benefits from good access to services and facilities.</p> <p>The site is screened from properties at Milward Road by mature trees. Though this vegetation is not dense and would not obscure development, it would reduce the impact of development on the neighbouring properties.</p>
<b>Highways</b>	<p>There is no existing vehicular access on to the site though there is the potential for this to be established from Milward Road which has a good standard of access. The site currently has a footpath running roughly diagonally through it to St. Johns Court. Works would be required to establish full vehicular access from Milward Road. No highway problems are considered likely to arise from the use of this site as residential accommodation.</p>
<b>Site Constraints</b>	<p>The site is in a location highly sensitive to any form of additional development. The site is located adjacent to existing dwellings at Milward Road and St. Johns Court. The site is overlooked from the St. Johns Court sheltered housing flats. Whilst the site is relatively well screened to the west by existing mature trees, screening to establish site resident privacy would be more difficult to the east at the boundary with St. Johns Court.</p> <p>Development at this location would likely not assist the promotion of peaceful and integrated co-existence between the site and the locality, as required by national planning policy. It would also be considerably difficult to establish residents' amenity and privacy; the development of this site would likely also have a harmful impact on the amenities of neighbouring occupiers.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a highly accessible location. It is located adjacent to existing residential properties to its east, west and south boundaries. The development of this site would meet an identified need.</p> <p>The site is in a sensitive location which would require mitigation works, including landscaping, to establish residential amenity and privacy. The site is otherwise suitable for development.</p>



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<p><b>Availability and Achievability</b></p>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<p><b>Site Capacity</b></p>	<p>The site consists of an area of green open space, part of which gently slopes up to neighbouring residential properties.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.12ha would have a holding capacity of 2 pitches, suitable for a permanent site.</p>
<p><b>Recommendation</b></p>	<p><b>The site is highly sensitive due to its location with significant overlooking from neighbouring residential properties. The site should not be allocated due to its highly sensitive location which is considered would harm the amenity of any proposed and neighbouring occupants.</b></p>

Appendix 5: Detailed Site Assessment Tables

<p><b>Site</b></p>	<p><b>GT.13 The Daglands open space, Camerton, BA2 0PR</b></p>
<p><b>Site and Surrounding Areas Information</b></p>	<p>The site is 0.47 hectares.</p> <p>The site is located immediately adjacent to the housing development boundary of Camerton.</p> <p>The site has more limited access to key services and facilities than other sites but is located outside the Green Belt.</p> <p>The site topography relative to The Daglands may require screening to preserve neighbouring residents' amenity and privacy.</p>
<p><b>Highways</b></p>	<p>The site does not benefit from existing formal vehicular access from the public highway. Access from The Daglands would require works due to the slope of the access to the site. The access would only permit single way flow which would require safeguards to be put in place to manage access and egress at this location.</p> <p>Access to the site would require access over land under third party ownership. Necessary legal consents would have to be achieved.</p>
<p><b>Site Constraints</b></p>	<p>The site is covered by Local Plan policy SR.1A (Public Open Space) which deems the site unsuitable for redevelopment. Development of this site would require suitable and equivalent quality and quantity recreation space to be provided in an easily accessible location.</p> <p>Guidance on the design of Gypsy and Traveller sites recommend that sites should not be developed on sloping land where there is the risk of caravans being overturned. Site topography would require works to make the site stable for residential accommodation and this would have cost implications. The development of this site would also require a detailed landscape assessment to assess the impact on surrounding areas.</p>
<p><b>Potential for Development and Suitability</b></p>	<p>The site is not in a highly accessible location but is adjacent to existing residential properties. The development of this site would meet an identified need for a medium scale residential site.</p>

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<p><b>Availability and Achievability</b></p>	<p>The site is Council-owned but is available for development now. Topography makes development of this land as a Gypsy or Traveller site difficult but not unachievable. Site topography is a significant barrier to development. Full landscape and highways assessments would be required to ascertain developability.</p>
<p><b>Site Capacity</b></p>	<p>The site consists of a steeply sloping area topped by a flat area of open space which currently contains play equipment. Based on 500m2 pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.42ha would have a holding capacity of 8 pitches, suitable for a permanent site.</p>
<p><b>Recommendation</b></p>	<p><b>This site has a number of issues which would require mitigation works to be completed prior to development and occupation as a Gypsy / Traveller site, and for appropriate land to be identified to replace the existing play space. Subject to these works being agreed, the site should be allocated for a maximum of 9 permanent residential pitches.</b></p>

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<b>Site</b>	<b>GT.14 Land near Ellsbridge House, Keynsham, BS31 1TL</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.3 hectares.</p> <p>The site is outside the Keynsham housing development boundary.</p> <p>The site has good access to local services and facilities.</p>
<b>Highways</b>	<p>The site fronts the heavily trafficked A4 in close proximity to the Broadmead roundabout junction. The formation of any additional access in this location would be resisted and not in the interests of highway safety, particularly given the need for access by large / towing vehicles and caravans.</p> <p>However, the existing access serving Ellsbridge House is substandard and a replacement access serving both sites may be considered, on balance, to be acceptable. This, though, may require the relocation of the existing well used bus stop layby, so an alternative location would need to be found in close proximity and resultant land ownership issues addressed. The formation of a new access and the relocation of the bus stop layby would have cost implications.</p>
<b>Site Constraints</b>	<p>The site benefits from existing screening at its boundaries which also acts as a visual barrier to the industrial estate to the north of the A4 Bath Road at this location. Residential amenity and privacy at this location may be difficult to establish despite the existing screening at the roadside boundary. Site clearance to remove dense tree coverage would also be required prior to development. This would have cost implications.</p> <p>The site is adjacent to Ellsbridge House, a Grade II Listed Building due to reopen as a day care nursery in September 2012. Development at this location would affect the setting of the Listed Building.</p> <p>The site is located adjacent to the Ashmead Industrial Estate at Ashmead Road. Locations adjacent to industrial uses are not encouraged for permanent sites due to health and safety issues associated with these.</p> <p>The site location adjacent to the A4 Bath Road gives rise to noise issues. This would impact on the quality of life and health of site residents. The health and safety of site occupants, including children, is very important to site design and would require a detailed noise assessment prior to development.</p>

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<p><b>Potential for Development and Suitability</b></p>	<p>The site is in an accessible location but is adjacent to existing industrial properties. The development of this site would meet an identified need.</p> <p>This site is not considered suitable for development as a Gypsy or Traveller site due to its location adjacent to a busy and noisy highway. A full highways assessment would be required to ascertain suitability for residential development should the site be considered for development in the long term.</p>
<p><b>Availability and Achievability</b></p>	<p>The site is Council-owned and is available for development now.</p> <p>Site location adjacent to industrial properties and the A4 Bath Road is a significant barrier to the development of this site. Full highways and noise assessments and works to make the site suitable for caravan use would be required for development to take place in the medium-long term. There would also be costs associated with site clearance, the creation of an access and the relocation of the existing bus stop layby.</p>
<p><b>Site Capacity</b></p>	<p>The site consists of a flat area of land covered by dense vegetation.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.3ha would have a holding capacity of 6 pitches, suitable for a permanent site.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 0.3ha would have a holding capacity of 15 pitches. Guidance recommends that this is the maximum site size for transit sites.</p>
<p><b>Recommendation</b></p>	<p><b>This site has a number of issues which would require mitigation works to be completed prior to development and occupation as a Gypsy / Traveller site. Subject to these works being agreed, the site should be allocated for a maximum of 6 permanent residential pitches.</b></p>

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<b>Site</b>	<b>GT.15 Land at The Drive, Stanton Drew, BS39 4DQ</b>
<b>Site and Surrounding Areas Description</b>	<p>The site is 0.4 hectares.</p> <p>The site lies immediately adjacent to the housing development boundary of Stanton Drew. The site is broadly triangular and comprises Chew Valley Scout Hut and play space.</p> <p>The site has relatively poor access to local services and facilities.</p> <p>The site benefits from existing roadside screening with minimal overlooking of the site from neighbouring residential properties. The site could be further landscaped to ensure resident privacy and amenity .</p>
<b>Highways</b>	<p>Access to the site for the existing use is from The Drive. Access from Bromley Road would require works as the Class 4 road is presently very narrow and constrains access for large vehicles. Removal of hedgebank would be required to establish access from this road. Access from The Drive for a Gypsy or Traveller site is more appropriate than from the adjoining boundary at Bromley Road and is likely to be acceptable.</p>
<b>Site Constraints</b>	<p>The site is covered by Local Plan policy SR.1A (Public Open Space) which deems the site unsuitable for redevelopment.</p> <p>The site is located within the Green Belt.</p>
<b>Potential for Development and Suitability</b>	<p>The site is not in an accessible location but is located adjacent to existing residential properties. The development of this site would meet an identified need and provides a flat area of land suitable for development.</p> <p>This site is not considered suitable for development as a Gypsy and Traveller site due to the application of Local Plan policy SR.1A preventing development of recreational public open space.</p> <p>A full highways assessment would be required to ascertain suitability for residential development should the site be considered for development in the long term.</p>

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<p><b>Availability and Achievability</b></p>	<p>The site is Council-owned and is available for development now.</p> <p>The site is not considered likely to be released within the next 5-10 years. Longer term availability (10 years+) is dependent on future opportunities for relocation of the existing use. The site is not likely to be made available and should not be considered for allocation.</p>
<p><b>Site Capacity</b></p>	<p>The site consists of a relatively flat area of open space containing small scale play equipment.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.4ha would have a holding capacity of 8 pitches, suitable for a permanent site.</p>
<p><b>Recommendation</b></p>	<p><b>The site is in use in association with the scout hut and is in an exposed location with limited vehicular access. The use of this site would remove an area of formal open play space.</b></p> <p><b>The site should not be taken forward for allocation.</b></p>



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<p><b>Site</b></p>	<p><b>GT.16 Braysdown Depot, Braysdown Lane, Peasedown St John, BA2 8LL</b></p>
<p><b>Site and Surrounding Areas Description</b></p>	<p>The site is 1.5 hectares.</p> <p>The site is outside the housing development boundary but adjacent to existing residential development at Braysdown Lane.</p> <p>The existing use as minerals and vehicle storage would recommend the site for redevelopment with some business use to make efficient use of a brownfield site.</p> <p>The site is outside the Green Belt.</p> <p>The site benefits from existing screening to the south of the site. To preserve residential amenity and privacy it may be suitable to require landscaping at the boundary with the existing residential properties.</p> <p>Part of the site is brownfield land. The remainder is greenfield.</p> <p>The site is within the Radstock Conservation Area, though the existing industrial use would indicate that change of use to residential may not result in any significant change in impact on the Conservation Area.</p>
<p><b>Highways</b></p>	<p>Existing site access is acceptable for the current use by Heavy Goods Vehicles transporting minerals (HGVs). Access for caravans and larger vehicles is likely to be acceptable here.</p>
<p><b>Site Constraints</b></p>	<p>Access to services and facilities is relatively poor at this location. This does not preclude development of the site, as rural or semi-rural locations are accepted by national planning policy.</p> <p>The site is also covered by an SNCI designation. Further survey work would be required to determine the site's suitability for redevelopment as a residential site.</p> <p>The need to travel to work is a consideration in recommending this site for redevelopment as a Travelling Showpeople site as this group has a lesser need for access to other forms of employment.</p> <p>Remediation works are likely to be required prior to development and occupation of this site due to its former colliery use and</p>



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	existing use for minerals storage which make contamination likely.
<b>Potential for Development and Suitability</b>	<p>The site is not in a highly accessible location but is adjacent to existing residential properties. The development of this site would meet an identified need.</p> <p>The development of this site would also make efficient use of Council-owned previously-developed land.</p>
<b>Availability and Achievability</b>	<p>The site is Council-owned but currently in use; redevelopment would require the existing use to cease. Property Services have indicated that other Council services have expressed a wish to co-locate to this site. This is an impediment to redevelopment. In order to unlock the redevelopment potential of this site the minerals and vehicle storage depot will need to be relocated.</p> <p>The site would also likely require remediation works. The site is not considered likely to be released within the next 5-10 years. Longer term availability (10 years+) is dependent on future operational requirements and potential opportunities for relocation.</p>
<b>Site Capacity</b>	<p>The site consists of a flat area of hardstanding with some green space along the boundaries.</p> <p>Based on 500m2 pitch sizes (including for internal circulation, residents and visitor parking), the site of 1.5ha would have a holding capacity of 13 pitches, suitable for a permanent site, but also has the potential for redevelopment to a Travelling Showpeople yard.</p>
<b>Recommendation</b>	<p><b>The site is suitable for redevelopment as a Travelling Showpeople yard but is not considered available in the short to medium term.</b></p> <p><b>The site should not be allocated at this time.</b></p>

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<b>Site</b>	<b>GT.17 Newbridge Marina, Brassmill Lane, Bath, BA1 3JT</b>
<b>Site and Surrounding Areas Description</b>	<p>The site is 3.64 hectares, of which approximately 2.7 hectares is developable.</p> <p>The site is located outside the Bath housing development boundary.</p> <p>The site has reasonable access to local services and facilities.</p> <p>The current site use is as a marina and caravan park.</p> <p>The site benefits from existing mature screening.</p>
<b>Highways</b>	<p>Access to the site is currently from Brassmill Lane. This permits access for large vehicles, including caravans. No problems are anticipated from the change of use to residential accommodation.</p>
<b>Site Constraints</b>	<p>The site is located within the Green Belt.</p> <p>The site is also located within the boundary of the Bath World Heritage Site (WHS).</p>
<b>Potential for Development and Suitability</b>	<p>The site is in an accessible location with an established use as a caravan park. The development of this site would meet an identified need and benefits from established services that would not require significant works to convert to a Gypsy and Traveller site.</p> <p>The development of this site would also make efficient use of Council-owned previously-developed land.</p>
<b>Availability and Achievability</b>	<p>The site is Council-owned but is not available in the short to long term due to the existing 150 year leasehold; change of use for Gypsy and Traveller accommodation would require the existing use to cease. In order to unlock the potential of this site the existing marina and caravan use will need to be relocated.</p> <p>The site is not considered likely to be released within the next 5-10 years. Longer term availability (10 years+) is dependent on future opportunities for relocation of the existing use. The site is not likely to be made available and should not be considered for allocation.</p>

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<p><b>Site Capacity</b></p>	<p>The site consists of a marina and flat area of land in use as a caravan site.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 2.7ha would have a holding capacity of 54 pitches, suitable for a permanent site.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 2.7ha would have a holding capacity of 135 pitches. Guidance recommends that a maximum site size of 15 transit pitches should be established for site management purposes.</p>
<p><b>Recommendation</b></p>	<p><b>The site is suitable for redevelopment as a Gypsy and Traveller site, in particular a transit site, but is not considered available in the short to long term.</b></p> <p><b>The site should not be allocated at this time.</b></p>

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<b>Site</b>	<b>GT.18 Land adjacent to Haycombe Cemetery, Newton St Loe, Bath, BA2 2RQ</b>
<b>Site and Surrounding Areas Description</b>	<p>The site is 10.12 hectares.</p> <p>The site is outside the Bath housing development boundary.</p> <p>The site is clearly set apart from neighbouring residential development by Whiteway Road.</p> <p>The site has good access to services and facilities.</p>
<b>Highways</b>	<p>Gradients and traffic speeds on Whiteway Hill give rise to concerns. Access would probably need to be near the top of the hill where speeds are lowest. Traffic calming and alteration to existing speed limits likely to be necessary.</p>
<b>Site Constraints</b>	<p>The site is within the Green Belt and would present a significant incursion into the openness of the countryside. National planning policy indicates that development within the Green Belt is inappropriate and substantial harm arises from this. This harm should be balanced against any benefits arising from the development as a Traveller site.</p> <p>The development of this site would encroach significantly into the open countryside. The effect on the character and appearance of the surrounding area would be significant due to its prominence in the landscape and general openness. Screening would not be likely to mitigate against this impact due to its prominence in the immediate and longer distance views.</p> <p>The site is also immediately adjacent to the Haycombe Cemetery Site of Nature Conservation Interest.</p> <p>The site is also located within the boundary of the Bath World Heritage Site (WHS).</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a location with good access to services and facilities. Due to the significant impact on the openness of the countryside the site is not considered suitable for development as either a permanent or transit pitch. Development at this location would be inconsistent with national planning policy.</p> <p>The allocation of this land within the Green Belt for development would meet an identified need for either permanent or transit</p>

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	<p>pitch provision.</p> <p>The benefits arising from the development of this site to meet a significant number of identified unmet need for Gypsy and Traveller pitches is not considered to outweigh the significant impact on the openness of the countryside and harm to the development of land within the Green Belt.</p>
<b>Availability and Achievability</b>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>The site is not restricted, but is reserved by the Council's Bereavement Services for future cemetery extension. Its long term availability is therefore subject to competing claims which would require further investigation.</p>
<b>Site Capacity</b>	<p>The site consists of a gently sloping area of green open space.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 10.12ha would have a holding capacity of 202 pitches, suitable for a permanent site. Guidance recommends that a maximum site size of 15 permanent pitches should be established for management purposes. This would enable a far smaller area of land to be developed than is available.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 10.12ha would have a holding capacity of 506 pitches. Guidance recommends that a maximum site size of 15 transit pitches should be established for site management purposes. This would enable a far smaller area of land to be developed than is available.</p>
<b>Recommendation</b>	<p><b>The site is not available due to the reservation for future use as part of the adjoining cemetery. The site should not be taken forward for allocation.</b></p>

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<b>Site</b>	<b>GT.19 Land to south of Pennyquick, Newton St Loe, Bath, BA2 1RG</b>
<b>Site and Surrounding Areas Description</b>	<p>The site is 10.5 hectares.</p> <p>The site is outside the Bath housing development boundary.</p> <p>The site has good access to services and facilities.</p>
<b>Highways</b>	<p>Works would be required to establish safe access to the site. May also require road calming works or alteration to speed limits at this length of the Whiteway Road.</p>
<b>Site Constraints</b>	<p>The site is within the Green Belt and would present a significant incursion into the openness of the countryside. National planning policy indicates that development within the Green Belt is inappropriate and substantial harm arises from this. This harm should be balanced against any benefits arising from the development as a Traveller site.</p> <p>The development of this site would encroach significantly into the countryside. The effect on the character and appearance of the surrounding area would be significant due to its prominence in the landscape and general openness. Screening would not be likely to mitigate against this impact due to its prominence in the immediate and longer distance views.</p> <p>The site is also adjacent to the Newton Brook Site of Nature Conservation Interest.</p> <p>The site is also located within the boundary of the Bath World Heritage Site (WHS).</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a location with good access to services and facilities. Due to the significant impact on the openness of the countryside the site is not considered suitable for development as either a permanent or transit pitch. Development at this location would be inconsistent with national planning policy.</p> <p>The allocation of this land within the Green Belt for development would meet an identified need for either permanent or transit pitch provision.</p> <p>The benefits arising from the development of this site to meet a significant number of identified unmet need for Gypsy and Traveller pitches is not considered to outweigh the significant impact on the openness of the countryside and harm to the</p>

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	development of land within the Green Belt.
<b>Availability and Achievability</b>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<b>Site Capacity</b>	<p>The site consists of a gently sloping area of green open space.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 10.5ha would have a holding capacity of 210 pitches, suitable for a permanent site. Guidance recommends that a maximum site size of 15 permanent pitches should be established for management purposes. This would enable a far smaller area of land to be developed than is available.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 10.5ha would have a holding capacity of 525 pitches. Guidance recommends that a maximum site size of 15 transit pitches should be established for site management purposes. This would enable a far smaller area of land to be developed than is available.</p>
<b>Recommendation</b>	<p><b>The site is in a highly exposed location. This site would remove a significant area of open space at this location, significantly encroaching into the open countryside.</b></p> <p><b>The site should not be taken forward for allocation.</b></p>



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<p><b>Site</b></p>	<p><b>GT.20 Land north of Kelston Road, Bath, BA1 9AB</b></p>
<p><b>Site and Surrounding Areas Description</b></p>	<p>The site is 8.34 hectares.</p> <p>The site is outside the Bath housing development boundary.</p> <p>The site has reasonable access to services and facilities.</p> <p>The site benefits from significant mature screening at its roadside boundary to the south and is shielded by Lansdown Ridge and Pen Hill from more distant views. Landscaping and planting are encouraged in national planning policy to help sites blend into their surroundings, give structure and privacy, and maintain visual amenity, not to hide development or isolate residents from surrounding areas. Further soft landscaping to the east of the site, alongside Oldfield School could be employed to achieve these aims.</p>
<p><b>Highways</b></p>	<p>Works would be required to establish safe access to the site. Is likely to require significant road calming works and / or alteration to speed limits at this length of the Kelston Road. Realignment of the highway and improvements to forward visibility may also be required to make the access acceptable.</p>
<p><b>Site Constraints</b></p>	<p>The site is set within the Cotswolds Area of Outstanding Natural Beauty (AONB), Green Belt and Pen Hill Site of Nature Conservation Interest (SNCI). The site is also located within the boundary of the Bath World Heritage Site (WHS).</p> <p>The site would present a significant incursion into the openness of the countryside. National planning policy indicates that development within the Green Belt is inappropriate and substantial harm arises from this.</p> <p>In addition to the harm to the Green Belt, national planning policy states that development should not be permitted in Areas of Outstanding Natural Beauty unless it can be demonstrated that the development will not compromise the objectives of that designation. Development of this site would clearly significantly erode an open area of countryside; site screening at the boundaries of the site would not be likely to mitigate against this impact.</p> <p>The harm identified from impact on the Green Belt and AONB should be balanced against any benefits arising from the development as a Traveller site.</p>



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<p><b>Potential for Development and Suitability</b></p>	<p>The site is in a location with good access to services and facilities. The allocation of this land within the Green Belt for development would meet an identified need for either permanent or transit pitch provision. However, due to the significant impact on the AONB and Green Belt the site is not considered suitable for development as either a permanent or transit pitch. Development at this location would be inconsistent with national planning policy.</p> <p>The benefits arising from the development of this site to meet a significant number of identified unmet need for Gypsy and Traveller pitches is not considered to outweigh the significant impact on the AONB and Green Belt.</p>
<p><b>Availability and Achievability</b></p>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<p><b>Site Capacity</b></p>	<p>The site consists of a relatively flat area of green open space with sparse tree cover.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 8.34ha would have a holding capacity of 167 pitches, suitable for a permanent site.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 8.34ha would have a holding capacity of 417 pitches. Guidance recommends that a maximum site size of 15 transit pitches should be established for site management purposes.</p>
<p><b>Recommendation</b></p>	<p><b>The site is in a highly exposed location sensitive to any form of development due to its designation as part of the Green Belt, AONB, SNCI and World Heritage Site. This site would remove a significant area of open space at this location, significantly encroaching into the open countryside.</b></p> <p><b>The site should not be taken forward for allocation.</b></p>

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<b>Site</b>	<b>GT.21 Springfield Park / Meare Road open space, Bath, BA2 5PX</b>
<b>Site and Surrounding Areas Description</b>	<p>The site is 3.91 hectares.</p> <p>The site is immediately adjacent to the Bath housing development boundary.</p> <p>The site has very poor access to services and facilities.</p>
<b>Highways</b>	<p>Works would be required to establish access on to site, but could potentially be accommodated from either Meare Road or Axbridge Road.</p>
<b>Site Constraints</b>	<p>The site is very prominent in the local landscape and is overlooked by residential properties at Meare Road. Landscaping and planting are encouraged in national planning policy to help sites blend into their surroundings, give structure and privacy, and maintain visual amenity, not to hide development or isolate residents from surrounding areas. Soft landscaping at the boundaries of the site could be employed but would be unlikely to achieve the aims of the guidance, including social integration, due to the site's prominence.</p> <p>A large section of the site is set within the Cotswolds Area of Outstanding Natural Beauty (AONB) and Green Belt. The site is also located within the boundary of the Bath World Heritage Site (WHS). The section of the site lying outside the AONB and Green Belt has the potential for development, though impact upon the openness of each designation due to encroachment into existing open space would remain.</p> <p>The site would present a significant incursion into the openness of the countryside. National planning policy indicates that development within the Green Belt is inappropriate and substantial harm arises from this.</p> <p>In addition to the harm to the Green Belt, national planning policy states that development should not be permitted in Areas of Outstanding Natural Beauty unless it can be demonstrated that the development will not compromise the objectives of that designation. Development of this site would clearly significantly erode an open area of countryside; site screening at the boundaries of the site would not be likely to mitigate against this impact.</p> <p>This site is also not considered suitable for development as a Gypsy and Traveller site due to the application of Local Plan</p>

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	<p>policy SR.1A preventing development of recreational public open space.</p> <p>The site is also heavily overlooked by properties at Meare Road and Axbridge Road which would prevent residential amenity and privacy at this location being established.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a location with poor access to services and facilities. The allocation of this land within the Green Belt for development would meet an identified need for either permanent or transit pitch provision. However, due to a clear and significant impact on the AONB and Green Belt the site is not considered suitable for development as either a permanent or transit pitch. Development at this location would be inconsistent with national planning policy.</p> <p>The benefits arising from the development of this site to meet a significant number of identified unmet need for Gypsy and Traveller pitches is not considered to outweigh the significant impact on the AONB and Green Belt.</p>
<b>Availability and Achievability</b>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<b>Site Capacity</b>	<p>The site consists of a relatively flat area of green open space.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 3.91ha would have a holding capacity of 78 pitches, suitable for a permanent site.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 3.91ha would have a holding capacity of 196 pitches. Guidance recommends that a maximum site size of 15 transit pitches should be established for site management purposes.</p>
<b>Recommendation</b>	<p><b>The site is in a highly exposed location sensitive to any form of development due to its designation as part of the Green Belt, AONB and World Heritage Site. This site would remove a significant area of public open space protected by Local Plan policy SR.1A, and significantly encroach into the open countryside at this location.</b></p> <p><b>The site should not be taken forward for allocation.</b></p>

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<b>Site</b>	<b>GT.22 Land at Charlcombe Way, Fairfield Park, Bath, BA1 6JZ</b>
<b>Site and Surrounding Areas Description</b>	<p>The site is 6.44 hectares.</p> <p>The site is outside the Bath housing development boundary.</p> <p>The site has reasonable access to services and facilities.</p>
<b>Highways</b>	<p>The public highway, Charlcombe Way terminates short of the southern boundary of the site. Thereafter, up to its junction with Charlcombe Road, Charlcombe Way is a private road with no public rights. Furthermore, the junction of Charlcombe Way at its northern end with Charlcombe Road is poor and increased use of this junction would not be supported without substantial improvement measures.</p> <p>Access, therefore, should be gained along Charlcombe Way from the south, providing rights of way can be demonstrated between the site and the termination of the public highway. However, the public highway is narrow and there are many significant gradients in this area. As such, the highways leading to the site are not considered adequate to serve this development proposal.</p>
<b>Site Constraints</b>	<p>The site is set within the Cotswolds Area of Outstanding Natural Beauty (AONB), Green Belt and Charlcombe Valley Site of Nature Conservation Interest (SNCI). The site is also located within the boundary of the Bath World Heritage Site (WHS).</p> <p>The site would present a significant incursion into the openness of the countryside. National planning policy indicates that development within the Green Belt is inappropriate and substantial harm arises from this.</p> <p>In addition to the harm to the Green Belt, national planning policy states that development should not be permitted in Areas of Outstanding Natural Beauty unless it can be demonstrated that the development will not compromise the objectives of that designation. Development of this site would clearly significantly erode an open area of countryside; site screening at the boundaries of the site would not be likely to mitigate against this impact.</p> <p>The harm identified from impact on the Green Belt and AONB should be balanced against any benefits arising from the development as a Traveller site.</p> <p>The site is very prominent in the local landscape and is overlooked by residential properties at Charlcombe Way. Landscaping</p>

**Appendix 5: Detailed Site Assessment Tables**

	<p>and planting are encouraged in national planning policy to help sites blend into their surroundings, give structure and privacy, and maintain visual amenity, not to hide development or isolate residents from surrounding areas. Soft landscaping at the boundaries of the site could be employed but would be unlikely to achieve the aims of the guidance, including social integration, due to the site's prominence in the landscape.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a location with reasonable access to services and facilities. The allocation of this land within the Green Belt for development would meet an identified need for either permanent or transit pitch provision. However, due to a clear and significant impact on the AONB and Green Belt the site is not considered suitable for development as either a permanent or transit pitch. Development at this location would be inconsistent with national planning policy.</p> <p>The benefits arising from the development of this site to meet a significant number of identified unmet need for Gypsy and Traveller pitches is not considered to outweigh the significant impact on the AONB and Green Belt.</p>
<b>Availability and Achievability</b>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<b>Site Capacity</b>	<p>The site consists of a gently sloping area of green open space.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 6.44ha would have a holding capacity of 129 pitches, suitable for a permanent site.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 6.44ha would have a holding capacity of 322 pitches. Guidance recommends that a maximum site size of 15 transit pitches should be established for site management purposes.</p>
<b>Recommendation</b>	<p><b>The site is in a highly exposed location sensitive to any form of development due to its designation as part of the Green Belt, AONB and World Heritage Site. This site would remove a significant area of open space at this location, significantly encroaching into the open countryside. Access to the site is also significantly constrained.</b></p> <p><b>The site should not be taken forward for allocation.</b></p>



Appendix 5: Detailed Site Assessment Tables

<b>Site</b>	<b>GT.23 Land at junction of Redlynch Lane and Charlton Road, Queen Charlton, BS31 2JK</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 1.8 hectares.</p> <p>The site is outside the Keynsham housing development boundary and set away from Queen Charlton village but is visible from the Queen Charlton Conservation Area.</p> <p>The site has poor access to local services and facilities.</p> <p>The site contains a barn which has the potential for conversion to form a dayroom.</p>
<b>Highways</b>	<p>The site is not bounded by any public highway and has no existing vehicular access to Redlynch Lane.</p> <p>Access would likely have to be established through the neighbouring land, currently occupied by an untolerated Traveller development. Access to the site would be dependent upon gaining control of sufficient additional land to provide a full standard access in the interests of highway safety, and addressing any safety concerns at the junction of Redlynch Lane with Charlton Road.</p>
<b>Site Constraints</b>	<p>The site benefits from mature hedgerows at its north and east boundaries, but is highly visible from Redlynch Lane and in wider views from Queen Charlton. Additional screening could be introduced to the site but would not prevent these wider views.</p> <p>The site is located within open countryside; the introduction of caravans and other development associated with a Traveller site would be inappropriate in this location. The site is adjacent to land occupied by an untolerated Traveller development. That site has been the subject of several planning applications and appeals, the most recent of which was the subject of a High Court challenge which was dismissed. Allocating site GT.23 would be contrary to the planning history set by those planning applications and appeals.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a location with very poor access to services and facilities.</p> <p>The allocation of this land for development would meet an identified need for permanent pitch provision. However, the site's location within the Green Belt would cause a clear and significant impact on the openness of the Green Belt and encroachment into the open countryside. The site is not therefore considered suitable for development for either permanent or transit pitches.</p>

**Appendix 5: Detailed Site Assessment Tables**

	<p>Development at this location would be inconsistent with national policy.</p> <p>The benefits arising from the development of this site to meet a significant number of identified unmet need for Gypsy and Traveller pitches is not considered to outweigh the impact on the Green Belt.</p>
<p><b>Availability and Achievability</b></p>	<p>The landowner is seeking to dispose of this land parcel. The land has the potential to be delivered within the next 5 years, subject to highways and landscape impact assessments being conducted.</p> <p>Obtaining access through the adjoining land would require legal consent to be obtained.</p>
<p><b>Recommendation</b></p>	<p><b>The site should not be allocated due to the impact on the Green Belt, including encroachment into the open countryside, and the visual impact on surrounding areas, including the Queen Charlton Conservation Area. The site is also not considered deliverable due to the absence of access from the public highway.</b></p>

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**Gypsies, Travellers and Travelling Showpeople  
Site Allocations Development Plan Document (DPD)  
Issues and Options Consultation and Call for Sites**

**Statement of Consultation**

February 2012

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## **1.0 Introduction**

- 1.1 This report sets out the activities that took place in the lead up to and during public consultation over the period July – November 2011 (pre-consultation) and 21 November 2011 – 16 January 2012 (formal public consultation) for the Bath and North East Somerset Council Gypsies, Travellers and Travelling Showpeople Site Allocations Development Plan Document (DPD).
- 1.2 The consultation document was entitled Issues and Options Paper and included a Call for Sites, seeking feedback on land with potential for allocation as a Gypsy, Traveller or Travelling Showpeople site.
- 1.3 The Issues and Options Paper made no statement of intent and no decisions had been made against or in favour of any possible sites at this stage of progressing the DPD. Once the criteria for site selection have been finalised following the results of this first consultation a second public consultation will take place specifically to look at preferred site options for Gypsy, Traveller and Travelling Showpeople sites that meet those identified criteria.
- 1.4 The purpose of the public consultation was to:
  - a. discuss the issues around providing new sites for Gypsies, Travellers and Travelling Showpeople;
  - b. finalise a method for assessing what makes a viable location for new sites;
  - c. invite land to be put forward to be considered as possible new sites.
- 1.5 Bath and North East Somerset Council's Statement of Community Involvement was adopted in 2007 and was amended and updated in 2010. This identifies the broad opportunities for community involvement in the preparation of development plan documents (SCI, p. 14):
  - Pre-production consultation to establish issues and options
  - Preferred Options consultation
  - Draft DPD submitted to the Secretary of State with 6 week statutory consultation
  - Examination by Planning Inspector
- 1.6 The formal consultation carried out between 21 November 2011 and 16 January 2012 presented the evidence gathered to that point in relation to the Gypsy, Traveller and Travelling Showpeople community in Bath and North East Somerset. It gave an opportunity for early community involvement in identifying the main areas that need to be addressed in the Gypsies, Travellers and Travelling Showpeople Site Allocations DPD and forms part of the informal consultation required when developing a DPD. The issues raised through the first stage of consultation will be used to develop the preferred options for site allocations to be consulted on at the next stage of the DPD, the Options consultation.

## 2.0 Consultation Methodology

2.1 The Bath and North East Somerset Statement of Community Involvement (SCI) identifies three categories of consultation that should be considered in the progression of DPDs:

- Information
- Consultation
- Participation

2.2 For the Issues and Options public consultation the following methods of community engagement were used:

### *Existing networks*

- Parish and town councils – Parish Liaison Group
- Informal Cabinet, Cabinet and Full Council

### *Awareness raising*

- Press and media
- Dedicated webpages
- Written material (posters, leaflets)
- Display panels
- Direct mail / email
- Officer training
- Direct contact

### *Direct Involvement*

- Drop-in events
- Response forms
- Consultation
- Face-to-Face discussion with Gypsy and Traveller community

2.3 The main focus of the consultation was the main consultation document which was accompanied by an informational leaflet and poster. These were made available at all deposit stations and are available to view on the dedicated Planning Policy Local Development Framework webpages: [www.bathnes.gov.uk/planningfortravellers](http://www.bathnes.gov.uk/planningfortravellers)

2.4 Also accompanying the main consultation document were two response forms. The first reproduced the questions set out within the main document which sought views on the issues raised (see Appendix A); the second is a site response form to be used to set out information on land with potential for allocation as a Gypsy, Traveller or Travelling Showpeople site (see Appendix B). Full details of the consultation methods used at the first stage of consultation are set out in Section 3.

### 3.0 Stakeholder Engagement Details

What	Purpose and availability to public	Copy available at
Awareness Raising (pre- and during formal consultation period)		
Email correspondence	<p>Email contact was made with a number of local companies known to work with travelling communities and community representative groups to make them aware of the forthcoming consultation. This included, for example, the Bath and North East Somerset Racial Equality Council. Each person / group was asked to notify any persons who may be interested in the consultation.</p> <p>Further email correspondence was made with the other West of England local authorities (Bristol City Council, South Gloucestershire Council and North Somerset Council) as well as Wiltshire Council to notify them of the forthcoming consultation. They were asked to notify their communities of this to ensure maximum dissemination of information beyond the Bath and North East Somerset (B&amp;NES) District boundary. This in particular was thought to assist in reaching members of the travelling communities not present in B&amp;NES over the formal period of consultation.</p>	
Parish Liaison Group	<p>Officers attended a Parish Liaison Group meeting on 19 October 2011 at which the draft consultation document was introduced. This meeting is attended by representatives of all Parish Councils from across the District. The Divisional Director answered a number of questions concerning the number of pitches that were to be provided by the DPD and how that provision would impact on the level of unauthorised encampments and developments across the District in the future.</p>	<p>A copy of the Briefing Note made available to all Councilors at that meeting is included at Appendix C.</p>
Site visits & direct contact	<p>To familiarise Officers with existing known unauthorised sites across the District site visits were undertaken on 29 September 2011. Further site visits were undertaken on 29 November 2011 at which Officers met with members of the travelling communities and discussed the consultation.</p> <p>Officers also met with a local Traveller who contacted the Council about the DPD (telephone conversation, September 2011). Consultation materials were passed on at a face to face meeting at which the detail of the consultation was discussed (November 2011).</p>	
Training	<p>The lead planning policy Officer attended a training day and the oral hearing of <i>Planning for Traveller Sites</i> at which information about the forthcoming consultation was shared with other local authority officers and members of the South West travelling communities (September 2011).</p>	

Summary leaflet	Made available at all public consultation events and to individuals during direct contact with the local travelling community(ies).	Included at Appendix D.
Consultation Issues and Options document	<p>An early draft of the main consultation document was made available for internal consultation to select Officers across the Council for comment. Drafts were also made available to Councillors at various committees at which comments were invited:</p> <p>LDF Steering Group, 6 October 2011  Informal Cabinet, 7 October 2011  Strategic Directors Group, 10 October 2011  Parish Liaison Group (as above, 19 October 2011)  PT&amp;E, 8 November 2011  Cabinet, 9 November 2011  Council, 10 November 2011</p> <p>The Gypsy and Traveller Corporate Group were also given a verbal update on the progress of the DPD on 15 September 2011. Changes were made to the consultation document where in accordance with national planning guidance.</p>	Cabinet papers and Council available on Council's website: <a href="http://www.bathnes.gov.uk">www.bathnes.gov.uk</a>
Press coverage	<p>A press release was issued on 23 November 2011.</p> <p>A number of press articles were identified over the consultation period:</p> <p>The Bath Chronicle, Thursday 17 November 2011  Somerset Guardian, Thursday 17 November 2011</p> <p>Including those posted online:</p> <p>Bath and North East Somerset Conservative Group, 11 November 2011  NOW Bath, 24 November 2011  This is Bath, 28 November 2011</p>	Included at Appendix E.

Radio coverage	<p>The consultation was covered on the following radio stations during the consultation period:</p> <p>BBC Somerset Breakfast (radio interview with Cabinet Member Tim Ball on 24 November 2011)  BBC Radio Bristol  Breeze FM</p>	<p>As at <a href="http://www.bathnes.gov.uk/planningfortravellers">www.bathnes.gov.uk/planningfortravellers</a></p>
Website	<p>Dedicated webpages with a shortlink url <a href="http://www.bathnes.gov.uk/planningfortravellers">www.bathnes.gov.uk/planningfortravellers</a> were created setting out the background evidence to the DPD, the planning policy and legal context and all information relating to the public consultation. This listed all methods of reaching the Planning Policy Team, including the main email address and telephone number. This information was published on 18 November 2011.</p> <p>Information on the public consultation was also advertised on the main Council website homepage <a href="http://www.bathnes.gov.uk">www.bathnes.gov.uk</a> and via Twitter on 28 November 2011.</p>	
Letters and emails	<p>These were sent out to those individuals and companies already on the Council's Local Development Framework database. Letters and emails asked that those persons wishing to be notified of future consultations on this issue to contact the Planning Policy Team.</p> <p>All statutory consultees were notified by letter, including a copy of the consultation document. Local Parish Councils also received a poster each to be displayed in community noticeboards.</p>	Included at Appendix F.
LDF Newsletter	<p>This newsletter was published on the Council's Local Development Framework webpages in December 2011. This sought to keep the public updated with ongoing and forthcoming Planning Policy work and activities.</p>	Extract included at Appendix G.



Existing Networks (pre- and during formal consultation period)	
<p>The following deposit stations:</p> <p>The Guildhall, Bath Riverside, Keynsham Mobile Library 2 Paulton Library Radstock Library Weston Library Keynsham Library</p> <p>each received:</p> <ul style="list-style-type: none"> <li>• 1x consultation document</li> <li>• 2x response form</li> <li>• 2x call for sites response form</li> <li>• 1x poster</li> </ul> <p>Midsomer Norton Library also received an additional poster advertising the drop-in event taking place there on 6 December 2011.</p>	<p>The Hollies, Midsomer Norton Mobile Library 1 Saltford Library Bath Central Library Moorland Road Library Midsomer Norton Library</p> <p>All information available at: <a href="http://www.bathnes.gov.uk/planningfortravellers">www.bathnes.gov.uk/planningfortravellers</a></p>
Deposit Stations	
Town and Parish Councils	Included at Appendix F.
Officer training	Internal officer training was run to provide all Planning Policy Team members with the background knowledge and understanding of a brief history of the travelling communities, the planning policy and legal framework to site provision, the local Bath and North East Somerset context and the contents of the consultation document.
Member engagement	The lead Officer held several informal discussions with Councillors wanting to learn more about the background to travelling communities and the DPD.

Direct Involvement (during formal consultation period)	
<p>As the key target group and stakeholder of the Site Allocations DPD engagement with the local travelling community(ies) was a focus of the consultation strategy.</p> <p>As a stakeholder that is typically difficult to engage with a major concern of the consultation process was to engage directly with the travelling community(ies). It was likely that members of those communities would not attend the planned drop-in events, and less likely to self-identify at those events to engage with Officers.</p> <p>To ensure those communities were included and their views sought at an early stage of the development of the document all known existing unauthorised sites were visited by Officers. The purpose of those visits was to both raise awareness of the consultation within the community(ies) and to seek views directly about the issues the consultation document raises.</p> <p>At each site visited a folder containing the following was delivered and explained:</p> <ul style="list-style-type: none"> <li>• 1x consultation letter</li> <li>• 2x consultation document</li> <li>• 2x response form</li> <li>• 2x call for sites response form</li> <li>• 1x consultation leaflet</li> </ul> <p>Where residents were not present, the folder was delivered alongside a letter explaining the purpose of the visit and asking interested parties to contact the Planning Policy team to discuss the consultation.</p>	<p>Views given at those site visits were compiled by Officers and set out on response forms. They form part of the overall number of consultation responses and are available at the website:</p> <p><a href="http://www.bathnes.gov.uk/planningfortravellers">www.bathnes.gov.uk/planningfortravellers</a></p>
<p>Site visits</p>	
<p>Face to face discussion at Council offices</p>	<p>During a face to face discussion with a local Traveller copies of the main consultation document, response forms and leaflets were passed on. The member of the public was asked to spread the word of the consultation to anyone else that may be interested in making comments. (November 2011)</p>

Drop-in events	<p>Events open to the public to discuss issues and proposed site selection methodology. Also used as awareness raising point of contact, to enable open discussion.</p> <p>Drop-in events held at:</p> <p><i>1 December 2011</i> Unit 9, The Centre, High Street, Keynsham</p> <p><i>6 December 2011</i> Midsomer Norton Library, High Street, Midsomer Norton</p> <p><del><i>8 December 2011</i></del> cancelled and held instead on <i>5 January 2012</i>. Green Park Station Foyer, Green Park Road, Bath</p> <p><i>Cancellation posters were erected at the venue on 8 December, and a notice was posted on the website. All those who contacted the Council about this event were informed of the new consultation arrangement.</i></p>	Copies of the display material shown at these events are included at Appendix H.
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## **4.0 Results of Stakeholder Consultation**

### **Drop-in Events**

- 4.1 As noted at 3.0, three drop-in events were held in Keynsham, Midsomer Norton and Bath. Each provided the opportunity for more in-depth discussion with officers and was scheduled so as not to conflict with the main holiday period in December. Attendance by the general public at the first two events was relatively small but was more successful at the third event in Bath at which a larger number of people viewed the display boards and discussed the consultation with officers and the Planning Aid volunteer also present on the day.
- 4.2 Comments and discussion at each of these events was largely positive, with the majority of respondents emphasising their support of the Council's work on the matter. Attendees at these events included Parish Councillors and members of the general public; a number of members of the local travelling community also self-identified. Those people who self-identified as Gypsies and Travellers were helpful in stating their needs and desires for site development. Those comments directly reflected the content of the evidence shown in the West of England GTAA (2007).
- 4.3 Comments were focused on the following points:
- Why the Council was progressing the document at this time;
  - The current numbers of Gypsies and Travellers in Bath and North East Somerset;
  - The history of travelling communities in Bath and North East Somerset, including the changing requirements of Travelling Showpeople;
  - The overarching requirements for pitch provision nationwide;
  - Methods of pitch provision and how these can vary according to the needs of the intended occupants;
  - The differences in permanent and transit pitch provision and the requirements for each;
  - The differing needs and desires for on-site development by each cultural group;
  - The site selection criteria and methodology;
  - The different forms of site ownership and rent arrangements.
- 4.4 At the event in Bath a small number of instances of racial prejudice occurred. On each occasion officers directed the members of the public to available information and indicated that racist representations would not be accepted by the Council.
- 4.5 Hard copies of the main consultation document and response forms were available free of charge for members of the public to take away from the drop-in events. As noted at section 3.0 all documents were also made available in libraries across the district and for download from the Council's website.

## Site Visits

- 4.6 Direct contact was made with several members of the local community at the visits made to each of the known Gypsy and Traveller sites across the district. At each of these visits the purpose of the consultation was explained and information on how to respond to the consultation or to contact relevant officers was given.

## Formal Comments Received

- 4.7 A total of 41 responses were received on behalf of 7 individuals, 24 parish and town councils (including the Valley Parishes Alliance, representing 6 B&NES parish councils) and 15 organisations, including adjoining local authorities. Of these, 9 formal comments were made by post and 30 were made by email over the 8 week period of public consultation. 4 of the responses were received late. A formal consultation response was also received from the B&NES Waste Services team.

- 4.8 The rest of this section briefly summarises the general responses to the specific consultation questions. Full responses are set out in Appendix I.

**Question 1:** *Should the evidence base be updated to identify the accommodation needs of Gypsies, Travellers and Travelling Showpeople in Bath and North East Somerset beyond 2016? If so, in what ways does it need updating?*

- 4.9 Responses to this question generally indicated the need to update the evidence base beyond the planned target figures to 2016. Responses in favour of updating the evidence base noted:

- that the evidence base may be updated, using the existing approach of projecting a growth figure of 3% forward;
- any projections should be refined as more up to date information becomes available and additional allocations made where the evidence indicates a shortfall in provision;
- the use of forward projections would reduce the potential for underdelivery of accommodation as against actual need;
- the Gypsy and Traveller Accommodation Assessment (GTAA) should be updated at 5 year intervals, and earlier if significant trends arise from the annual caravan count;
- the timeline for the Site Allocations DPD should match that of the B&NES Core Strategy, to 2026;
- emerging national policy indicates the need for a five year housing land supply which the DPD does not currently provide for.

- 4.10 Just 2 respondents indicated that no update of the evidence base was required, stating that the existing projection to 2016 was advanced enough to accommodate existing need and that the process should not be delayed further. A further respondent noted that numbers of Travellers tends to rise with increasing financial difficulties, and that it is difficult for those families living on the road to park legally.

- 4.11 The Council will carefully consider the need to update the evidence base to ensure the DPD is robust. Currently projections have been calculated from 2011 evidence of need to 2016, resulting in need for 22 permanent and 20 transit pitches and 1 plot for Travelling Showpeople.
- 4.12 If the annual household growth rate of 3% used in the GTAA were applied to the existing target pitch provision there would be a need for an additional 4 permanent pitches over the 5 years following 2016 to 2021. This would bring the total permanent pitch provision in Bath and North East Somerset to 26 pitches over the period 2011-2021.
- 4.13 Any additional need arising after the provision of sites to meet the current need would have to be met either through a review of the DPD or through ad hoc planning applications, which would be determined against adopted planning policy.

**Question 2:** *Is the proposed additional indicator sufficient to assess the effectiveness of the DPD in meeting its objective of reducing the number of unauthorised sites across Bath and North East Somerset?*

- 4.14 Of the 13 responses to this question, just 2 respondents indicated that it was insufficient. The remainder were positive, either simply stating that it was sufficient, or recommended additional details. Those details include:
- relating the net pitch provision to the wider target for pitch provision in B&NES and the remaining shortfall;
  - similarly, the numbers of evictions in the District to indicate remaining levels of unmet need;
  - monitoring the location and date on which unauthorised sites were established.
- 4.15 One respondent stated that insufficient permanent sites have been proposed by the DPD. A further respondent noted that communication between B&NES Council and the travelling communities needs to be maintained to facilitate understanding and ease of movement.
- 4.16 The use of the proposed indicator is supported by respondents to the public consultation, but may benefit from the addition of detail referencing the original / reviewed targets for pitch provision.

**Question 3:** *Are there any further monitoring indicators that may be suitable for inclusion in the DPD?*

- 4.17 A number of additional indicators were put forward by respondents to this question:
- explicit reference to pitch requirements and the numbers of (a) permanent, (b) transit, (c) Travelling Showpeople yards and (d) total pitch provision;
  - the number of Travelling Showpeople plots.
- 4.18 A number of respondents put forward recommendations for indicators that are not suitable for inclusion within the Site Allocations DPD as they do not relate to matters within the remit of the document or are not planning matters.

- 4.19 The number of Travelling Showpeople plots should be included as an additional indicator. As with question 2, measuring the pitch provision against the target figures set in the Draft Core Strategy would be beneficial.

**Question 4:** *Should the preferred approach be to allocate sufficient land to allow groups to live separately from each other?*

- 4.20 Two respondents simply stated 'no' to this question whilst another respondent stated that smaller sites were preferred to larger sites. The remaining 9 respondents indicated that the preferred approach should be to enable the provision of sites for groups to live separately of one another.

- 4.21 Public support for this, the evidence base contained in the GTAA and government guidance indicates that provision of 'large' sites or a single site to meet the total level of accommodation need would be inappropriate. The preferred approach, as supported by the public consultation, will be to allocate sufficient land to allow groups to live separately from each other.

**Question 5:** *Should sites make allowance for future family growth to prevent overcrowding?*

- 4.22 Three of the 12 respondents stated no to this question, with just 1 respondent providing a reason (clear definition of family groups). The remainder supported making allowance for future family growth on sites, indicating that this would avoid future overcrowding. Other responses included the recommendation that:

- any allowance should be limited to a maximum of 5 additional pitches;
- site sizes should be proportionate to the specific requirements of individuals or families;
- any allowance for expansion should be limited to 'close' family only.

- 4.23 One response also noted that allowance for future family growth would be difficult to balance with finding sites for land.

- 4.24 The consultation responses are in accordance with Government guidance. The preferred approach will be to make allowance wherever possible for future family growth on-site to prevent future overcrowding. Wherever this provision is made, this would have to be strictly controlled by condition or site management.

**Question 6:** *What form of tenure do you consider would best suit the needs of the Gypsy and Traveller community in Bath and North East Somerset? Please give reasons.*

- 4.25 Results to this question were mixed, with specific recognition from several respondents that all three forms of tenure set out in the consultation document would meet different needs in the District. This was noted as being of importance in matching the financial circumstances of proposed site occupants.

- 4.26 Responses from the Parish Councils and individuals together broadly indicated a preference for publicly owned sites leased or rented either by Bath



and North East Somerset Council or by a Registered Provider. Comments accompanying this preference include:

- rental gives the community and the authority more flexibility of tenure and management;
- publicly owned and managed sites would help manage individual site pitch and resident numbers, and commercial activity could be monitored;
- publicly owned sites would emphasise the Council's ongoing responsibility as well as generate revenue.

4.27 One respondent noted that privately owned sites would provide self-motivation for effective site management. A further response indicated the importance of communication with the local travelling community to ascertain local needs and preferences.

4.28 The Council will carefully consider the support for public site provision and management when consulting on individual sites. Public support for Council or Registered Provider managed sites will be balanced against the needs and desires of the local travelling communities.

**Question 7:** *In order to cater for a range of needs, do you consider a rural exception site policy is required?*

4.29 Four responses to this question supported the use of a rural exception site policy where this was deemed necessary and supported delivery of sites to meet local need. Six respondents indicated that they do not support the use of such a policy, with additional comments noting:

- the use of a rural exception site policy may cause resentment and conflict;
- the Council should establish that there is a shortage of affordable land prior to putting a rural exception site policy in place;
- concern as to how rural exception sites may be managed.

4.30 The provision of sites under a rural exception site policy will be carefully considered when consulting on individual sites. The need for the use of such a policy will be balanced against the needs of the local travelling communities and land availability.

**Question 8:** *Do you agree that mixed residential and business uses should only be permitted where appropriate to the location and where the safety and amenity of residents and neighbours will not be compromised?*

4.31 Ten of the thirteen responses to this question supported the provision of mixed residential and business uses on sites in appropriate locations. One respondent noted that mixed use sites should only be permitted on brownfield land and not in the Green Belt, whilst two others noted that the form of on-site business activities should be controlled by appropriate planning conditions. Another respondent highlighted the importance of child safety on sites with mixed-uses.

4.32 One of the respondents stating a preference against any form of business activity on sites noted that this objection would be particularly strong on any sites allocated within the setting of the Bath World Heritage Site.



- 4.33 Public support for the provision of mixed residential and business uses will be taken into account when consulting on individual sites. This will be carefully considered against site suitability and the need for such mixed use sites.

**Question 9:** *Are there any additional criteria that should be considered in selecting the best locations for Gypsy, Traveller and Travelling Showpeople?*

- 4.34 In noting the criteria set out within the consultation document, two additional criteria were recommended:

- a general presumption against development in the World Heritage Site;
- sites should not be located within 1.5km of a conservation area.

- 4.35 One respondent raised concerns with the existing criteria, indicating that previously developed land can provide valuable habitats to wildlife which should be considered when assessing potential sites.

- 4.36 A further respondent also noted that local public consultation should be a criteria. This is not considered appropriate for inclusion as the matrix assesses the planning merits of individual sites. Public consultation will be conducted as an important part of the development of the Site Allocations DPD.

- 4.37 As a result of consultation responses specific criteria relating to the impact on the World Heritage Site and conservation areas have been introduced to the scoring matrix. The impact on each designation will be carefully considered in site selection.

**Question 10:** *Does the proposed site selection methodology and the range of factors to be considered provide a reasonable and robust means of assessing potential site suitability?*

- 4.38 Nine respondents supported the methodology and criteria as being a reasonable and robust means of assessing site suitability. However, a number of criticisms of the site selection methodology and criteria were raised by this question. These included:

- sites covered by national or local wildlife designations should not be considered for development;
- criteria relating to distances from services and facilities are too tightly drawn and will exclude potential sites;
- scores can potentially remove the impact of other scores, so there should be additional weighting;
- potential for conflict with other uses by encouraging development on previously developed land;
- impact on the setting of heritage assets has not been included.

- 4.39 As the site selection methodology received broad public support it is considered appropriate to use this to conduct the first stage site assessment. It is considered to be robust in the context of Circulars 01/2006 and 04/2007 relating to the development of Gypsy, Traveller and Travelling Showpeople sites.

4.40 The use of the scoring system does not preclude individual sites being brought forward as preferred options, but is a useful way of interpreting criteria relating to site sustainability and suitability for development. The impact on heritage assets will be considered as part of individual site assessments. Detailed comments on the content of the scoring matrix will be considered below.

**Question 11:** *Are there any other criteria that should be considered in site assessment?*

4.41 Three additional criteria were recommended by respondents to this question:

- proximity to a secondary school via a safe walking route;
- impact on the setting of the Bath World Heritage Site;
- impact on AONB and Conservation Areas.

4.42 Taking account of priority habitats and species, as recommended by one respondent, is already included within the site selection criteria.

4.43 Further recommendations that are not matters for inclusion within the site selection scoring matrix include:

- taking account of the capacity of local services and facilities;
- the ability to impose appropriate planning conditions on business use on mixed-use sites;
- the number of unauthorised encampments;
- locating sites within urban areas to assist social cohesion, particularly for school-age children.

4.44 These matters are either considered elsewhere within the Site Allocations DPD or are matters that are dealt with by the development management process.

4.45 Impact on the World Heritage Site and conservation areas will be incorporated into the detailed site assessment. The proximity to a primary school is considered sufficient at present to assess site suitability but reference to secondary schools will be included where this is considered appropriate.

**Question 12:** *Are the scores and weighting set out in the scoring matrix appropriate? Should any of the criteria be scored differently?*

4.46 The scoring system is intended as a comparative system by which to determine how well sites perform against a number of criteria. The end score is not determinative as to whether sites will be the preferred options for allocation, as a second stage of assessment will be undertaken. This second stage of analysis will include subjecting individual sites to Habitats Regulation Assessment. A number of respondents to this question do not take the full implications of this into account.

4.47 The responses to this question include:

- the importance of wildlife could be hidden by the impact of other scores;
  - weighting should take account of the Bath World Heritage Site;
  - weighting for Green Belt is excessive compared to other criteria;
  - weighting for Green Belt is not high enough compared to other criteria;
  - weighting for Green Belt should be Yes -20 and No 0;
  - weighting for Green Belt should be Yes -10 and No +10 (two respondents);
  - score of 0 for sites within the Green Belt indicates a neutral impact which is considered erroneous;
  - scoring should explicitly state that the criteria on landscape designations include AONB, SSSI, SNCI and Regionally Important Geological Sites;
  - weightings for impact on the Green Belt and AONB should be increased;
  - allocation of brownfield sites may prejudice development of sites for alternative uses;
  - weighting for brownfield sites is not high enough;
  - scoring should take account of Conservation Areas and that should be Yes -10 and No 0;
  - criterion relating to hazardous places should include wind turbine sites and scoring for this should be Yes -10 and No 0;
  - the scoring for access to a public highway should be Yes +5 and No -10;
  - the scoring for on-site parking and turning should be Yes +5 and No -10;
  - the weighting for on-site parking and turning and ability of road network to accommodate additional traffic should be greater;
  - the scoring for noise issues should be Yes -10 and No 0;
  - scoring for access to services and facilities should be more flexible;
  - access to employment opportunities should be included.
- 4.48 One response relating to flood risk was discussed with the respondent who indicated that those comments are no longer relevant.
- 4.49 Support for the proposed site selection methodology and scoring matrix has already been expressed in response to questions 10 and 11. The scoring system attempts both to score different criteria proportionally, and also for individual criteria scores to be proportionate to one another.
- 4.50 The Green Belt scores of Yes 0 and No +10 attempt to take account of the large proportion of land within Bath and North East Somerset that is covered by Green Belt, acknowledging that it is both unlikely and difficult to bring forward sites outside the Green Belt. Thus, the score for sites outside the Green Belt is positively weighted to reflect this difficulty. The No score is not intended to imply neutral impact, but to compare sites scoring positively on the Yes score against those less well performing within the Green Belt.
- 4.51 The weightings applied to the criteria attempt to convey their relative importance, as informed by government guidance, and are not the sole determinant in preferred site selection. No changes to the weightings

attributed to the various criteria are being altered, as more detailed assessment of individual sites will be conducted after the application of the scoring matrix.

**Question 13:** *Are there any other issues that the Council should take into account when preparing this DPD?*

4.52 This question sought information on any outstanding issues not already considered by the Site Allocations DPD. The wide-ranging responses to this question included:

- consideration of wildlife issues is not clear and inconsistent with the B&NES Core Strategy;
- consideration should be made of the need to allocate land for boat dwellers' moorings;
- the need for the DPD to consider space requirements for the keeping of horses;
- monitoring site usage, including overcrowding and commercial use (as dealt with by questions 1 and 2);
- indicating the location of unauthorised Gypsy and Traveller sites in B&NES;
- individual site deliverability;
- the need to include the local travelling communities in decision-making;
- the need to consider supporting children and families in entering education and social cohesion.

4.53 One response asked for reference to be made to commercial charges on mixed-use sites. This is not a planning policy matter; such issues are dealt with separately by a licensing system.

4.54 Another respondent suggested that the DPD had failed to take account of the potential for site allocation on land being vacated by the Ministry of Defence in the District.

4.55 A number of respondents recommended that authorised sites be assessed periodically with reference to antisocial behaviour and criminal activity. Those matters are outside the planning policy system.

4.56 The consideration of wildlife and landscape designations will be clarified and detailed in individual site assessments and be widely consulted on as part of the next DPD stage Options consultation.

4.57 Consideration of boat dwellers' moorings is not the subject of the Site Allocations DPD. An assessment of boat dwellers' needs is currently being considered by the Council and further information on this will be made publicly available as soon as practicable.

4.58 The need to accommodate horses on sites is a matter for individual site consideration, and will be considered as part of the wider assessment of preferred sites at the Options consultation.

- 4.59 Site occupancy and on-site activity is a matter for monitoring by the planning enforcement and housing teams and as such is not considered by the DPD.
- 4.60 It is not helpful to identify the location of existing known unauthorised encampments or developments for the purposes of the DPD.
- 4.61 Site deliverability will be analysed as part of the detailed site assessment of individual sites.
- 4.62 Consultation on the DPD will be conducted in line with the Local Development Scheme and will specifically seek to include and engage with members of the travelling communities as a priority.

**Question 14:** *Do you have any other general comments on the Issues and Options Report? Please focus your comments on planning issues, national and local policies, government guidance and best practice for Gypsy and Traveller sites.*

- 4.63 The 30 responses to this question were wide-ranging. Responses included:
- sites should be self-sufficient in terms of facilities and financial upkeep;
  - the Council should appoint a person to manage authorised sites;
  - specific consideration should be made of the setting of the Bath World Heritage Site in assessing sites;
  - concern that allocation of sites on land that may otherwise be used for the development of railways or railway stations would preclude such development;
  - reference to a recent Secretary of State appeal decision regarding a Gypsy site in Hertfordshire;
  - support for the approach to a site selection methodology consultation to be followed by a preferred site options consultation;
  - support for the site selection criteria as derived from the B&NES Draft Core Strategy and Local Plan;
  - concern that the Site Allocations DPD makes no provision for boat dwellers;
  - specific recognition of AONB and the protection of land covered by this designation;
  - enforcement action against unauthorised sites in B&NES once authorised sites are provided;
  - indication that length of site occupancy should be limited;
  - need to take account of household waste collection and storage;
  - noting the importance of public consultation on this document.
- 4.64 One respondent also put forward comments relating to the B&NES Draft Core Strategy. It is not possible for amendments to policy set out within that document to be made through the Site Allocations DPD.

- 4.65 It was indicated that Table 3.2 contains an incorrect notation referring to the requirement for Travelling Showpeople plots for Bristol; this figure should read 8 and not 11, as stated. Further reference to these figures will be corrected.
- 4.66 A request that criminal activity and the impact on highways be monitored was raised in responses to this question. Whilst the impact of development on highways will make up part of the assessment of sites for allocation, criminal activity is not assessed by the DPD. The aim to reduce crime and fear of crime is assessed on an ongoing basis throughout the production of the DPD in the Sustainability Appraisal.
- 4.67 A number of responses stated general support of the aims of the Council and the Site Allocations DPD in working towards provision of 22 permanent and 20 transit sites for the travelling communities in Bath and North East Somerset.

**Question 15:** *Do you know of any land in the District that, based on the criteria set out above, may be suitable, available and deliverable to provide Gypsy and Traveller pitches or a Travelling Showpeople yard? If so, please complete the accompanying form as fully as possible.*

- 4.68 The final question in the Issues and Options consultation paper requested feedback on land with potential for allocation within the Site Allocations DPD. One respondent noted that outreach work should be undertaken with the local travelling communities, including those in neighbouring authorities.
- 4.69 The remainder of responses to this question indicated the lack of land in those respondents' areas suitable for development as a Gypsy or Traveller pitch, or a Travelling Showpeople yard.

## **5.0 Conclusions**

- 5.1 The consultation for the Site Allocations DPD Issues and Options document took place over an 8 week period and included three public drop-in events and news coverage.
- 5.2 While the level of response to the consultation was limited, the content of those responses was wide-ranging, with comments from parish councils, individuals, interest groups and an adjoining local authority. Whilst just 1 formal written response was received from individuals self-identifying as being from the travelling communities, officers were able to discuss the consultation with those on existing unauthorised sites through site visits and at the formal drop-in sessions. Those discussions were useful in building contacts and in
- 5.3 Two responses to the Call for Sites were also sent from those self-identifying as from the travelling communities. A further general consultation response was received by a person self-identifying as a boat dweller.
- 5.4 General feedback indicates broad support for the DPD, with a large number of respondents supporting the allocation of land for the provision of accommodation for Gypsies, Travellers and Travelling Showpeople. Any negative comments were focused on specific aspects of that provision and concern as to where sites will be provided.
- 5.5 The Council is satisfied that the consultations undertaken on the Issues and Options for the Gypsies, Travellers and Travelling Showpeople Site Allocations DPD, referred to in this Consultation Statement, comply with the requirements pursuant to Regulation 25 of the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008.

## **Appendix A**

### **Response Form**



## **Appendix B**

### **Site Response Form**

## **Appendix C**

### **Parish Liaison Group Briefing Note**

## **Appendix D**

### **Consultation Summary Leaflet**

## **Appendix E**

### **Press Articles**

## **Appendix F**

### **Consultation Covering Letters and Email**

## **Appendix G**

### **LDF Newsletter**

## **Appendix H**

### **Display Posters**

## **Appendix I**

### **Table of Consultation Responses**



<b>Bath &amp; North East Somerset Council</b>		
MEETING:	<b>Cabinet</b>	
MEETING DATE:	<b>9 May 2012</b>	EXECUTIVE FORWARD PLAN REFERENCE:
		<b>E 2406</b>
TITLE:	<b>The Community Empowerment Fund (including Performance Reward Programme Main Grant Fund and Fund for disadvantaged communities, regeneration and localism projects)</b>	
WARD:	All	
<b>AN OPEN PUBLIC ITEM</b>		
<b>List of attachments to this report:</b>		
<ul style="list-style-type: none"> <li>• <b>Appendix 1: Performance Reward Programme – Recommendations from LSP Board relating to the £1m Main Grant Fund</b></li> <li>• <b>Appendix 2: Proposals for allocation of the £336,000 element of the Council’s Community Empowerment Fund for disadvantaged communities, regeneration and localism projects</b></li> </ul>		

**1 THE ISSUE**

1.1 This report sets out the latest situation relating to the Community Empowerment Fund which was agreed by Cabinet on 2<sup>nd</sup> March 2011 and makes specific recommendations relating to the Performance Reward Grant “Main Grant Fund” of £1m and the £336,000 element of the Council’s Community Empowerment Fund for helping disadvantaged communities, regeneration and localism projects. The £1m Performance Reward Grant “Main Grant Fund” comes from Government funding as a result of the Local Area Agreement process, whilst the £336,000 fund is from Council funding agreed in the Council’s 2011-12 budget.

**2 RECOMMENDATION**

That:

2.1 The provisional funding allocations set out in Appendix 1 in relation to the Performance Reward Programme Main Grant Fund be agreed and that conditional offers be made with regard to the projects identified, subject to successful negotiations on grant agreements as set out in Paragraph 6.2

2.2 The Divisional Director, Policy and Partnerships be delegated authority, in consultation with the Council Leader and Section 151 Officer, to sign funding agreements that have been finalised according to this process, put in place performance management arrangements and reallocate any sums returned to the fund in accordance with the prioritisation assessment agreed by the LSP Board

- 2.3 The funding allocations in relation to the Fund for disadvantaged communities, regeneration and localism projects, including the £60,000 allocation for equalities projects recommended by the LSP Board following its deliberations on the Main Grant Fund, and set out in Appendix 2, be agreed.
- 2.4 The identified Divisional Directors be delegated authority, in consultation with relevant Cabinet members and the Section 151 Officer, to manage the budgets allocated under the Fund for disadvantaged communities, regeneration and localism projects
- 2.5 The funding profile for the Ward Councillors Initiative be agreed as follows
- 2012-13: £3000 for each member  
2013-14: £3000 for each member  
2014-15: No allocation
- 2.6 The allocation of £100,000 from the Fund for disadvantaged communities, regeneration and localism projects for a new Future Fund be agreed

### **3 FINANCIAL IMPLICATIONS**

- 3.1 The £1m of funding for the Performance Reward Programme “Main Grant Fund” is drawn down from a total of £1,361,386 of grant made to the Council by central government for the work of the Council and its partners in relation to the Local Area Agreement targets in the period 2007 – 2010. Of the remaining £361,386, £300,000 has been invested in small grants for local projects and £61,386 allocated for programme management costs.
- 3.2 The funding allocations within this report for disadvantaged communities, regeneration and localism projects are within the £336,000 specifically allocated by Council for this purpose.
- 3.3 All funding set out in Appendices 1 and 2 comprise one-off allocations and there are no on-going revenue commitments.

### **4 CORPORATE OBJECTIVES**

- 4.1 Specific proposals contained in the report directly address the Council’s objectives of
- Promoting independence and positive lives for everyone
  - Creating neighbourhoods where people are proud to live
  - Building a stronger economy
- 4.2 The projects have also been developed to help promote the capacity of our communities tackle local issues, and there is a focus on what the Council’s Vision identifies as “stronger relationships between the public, private, and voluntary sector to champion joined-up services that are efficient and meet local needs”.
- 4.3 These recommendations, taken together with other initiatives and commissioning processes, represent a significant step on the Council’s journey towards being a “listening Council with active citizens that reaches every community and culture”.

They represent a clear investment in local voluntary and community organisations which are supporting local people to make a real difference to their areas.

## 5 THE REPORT

5.1 Council, at its budget meeting in February 2011, established a Community Empowerment Fund comprising

- £1.3m of Performance Reward Grant awarded from Government and earmarked for schemes to boost local capacity through a £1m “Main Grant Fund” (£600,000 of revenue and £400,000 of capital funding) and a £300,000 “Small Grants Fund” which has provided valuable support to local groups. The small grants scheme was launched immediately and 61 awards have been made so far totaling £261,713 of investment into local communities.
- A £120,000 investment into a Youth Enablement Fund (YEF) that enabled Voluntary, Community and Social Enterprise Sector groups to apply for funding to deliver youth provision in Bath & North East Somerset. The Cabinet awarded an additional £13,000 for the final round of the YEF and 37 organisations received funding for 41 projects. The Youth Service continues to monitor and evaluate these projects in partnership with the organisations.
- The Ward Councilors’ Initiative. In 2011/12 this provides a sum of £2,000 to each Ward Councilor to enable them to respond quickly to local community needs where a small amount of financial support can make a big difference. It is proposed that each Ward Councilor will be allocated £3,000 for both 2012-13 and 2013-14 with no allocation for 2014-15.
- A fund of £336,000 designed to help disadvantaged communities, regeneration and localism projects. This has not been allocated to date.

5.2 Cabinet approved the next steps for the process of delivering the £1m Performance Reward Programme “Main Fund” at its meeting in January. It requested a further report on the £336,000 element of the Fund designed to help disadvantaged communities, regeneration and localism projects to be brought to a future Cabinet meeting.

5.3 Following this, a bidding process for the Performance Reward Programme “Main Fund” took place from 24 January to 5 March 2012. 65 Project applications were submitted and assessed according to the criteria set out in the January Cabinet report. These included a commitment to invest at least £100,000 under each of the 6 key outcomes identified. An LSP Board Workshop on 10 April 2012 considered this assessment alongside key issues such as equalities impact and is recommending the overall “package” attached in Appendix 1 to Cabinet to consider and approve, and also a recommendation to Cabinet to earmark £60,000 from the £336,000 for disadvantaged communities, regeneration and localism projects to promote equalities in Bath and North East Somerset.

5.4 In relation to this £336,000 fund, Cabinet recognised that it would also need to take some key one-off enabling measures to maximise opportunities and ensure that the Council itself is playing its full part in delivering the “Big Society”. Further work has now been undertaken on projects which would fit within this overall approach and proposals for the allocation of this fund are set out in Appendix Two. In

addition, the recommendation made by the LSP Board in relation to equality impacts has been incorporated. This package supports the Council's approach to localism and supporting voluntary and community organisations, with a particular focus on

- addressing inequalities
- promoting volunteering
- involving communities in decision-making
- helping address the needs of complex families
- working with young people

## **6 RISK MANAGEMENT**

6.1 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

6.2 In order to manage risk in relation to the Performance Reward Programme, conditional offers will initially be made to projects as set out in Appendix 1. Negotiation will then be undertaken to finalise grant agreements conditional on agreement of milestones, performance indicators, funding profiles/drawdown, and resolution of all outstanding issues, identified risks and opportunities. This will include all value for money considerations including assuring that no project receives "double funding" either from within Community Empowerment Fund budgets or from other funds. Finalised funding agreements will be signed off by the Divisional Director of Policy & Partnerships (in consultation with the Council Leader and Section 151 Officer) who will also ensure appropriate performance reporting systems are in place.

## **7 EQUALITIES**

7.1 Equality impact assessments (EqIAs) have been carried out as the Main Fund has been progressed; the duty upon the Council under the Equality Act 2010 has been fully considered. The EqIAs have not identified any adverse impacts on people or groups of people with protected characteristics initially identified through this process. However, an opportunity was identified to address the Council's public sector equality duty through this process. By adding a specific criterion in the process relating to "evidence of community need and opportunities to promote equality" we are able to demonstrate we are working towards the duty which specifies we must "eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity between different groups and foster good relations between different groups".

7.2 There are no negative impacts on people with protected characteristics identified through the EqIA of the recommended projects within the Main Fund. Positive impacts are identified in relation to age (older and younger people), gender, people living in rural areas, and people who are or may be at risk of socio-economic disadvantage. There were fewer positive impacts relating to LGBT, disability, BME and religion/belief protected characteristics. As a key positive action arising from the EqIAs, therefore, the LSP Board recommends to Council that £60,000 be earmarked from the £336,000 fund for disadvantaged communities, regeneration and localism projects to invest in projects within Bath and North East Somerset

which promote equalities. This recommendation is incorporated into this report and is included in Appendix 2.

## 8 RATIONALE

8.1 The approach has been driven by the refreshed Vision and Values for the Council, and in particular building the Council's capacity to be a "listening Council with active citizens that reaches every community and culture."

## 9 OTHER OPTIONS CONSIDERED

9.1 Recommendations relating to the Performance Reward Grant "Main Grant Fund" have been made following the process agreed by Cabinet and so no other options were considered. The additional opportunity to invest in the equality agenda was highlighted as an option through consideration of the wider equality impacts identified through the LSP Board consideration of the overall "package" of projects.

## 10 CONSULTATION

10.1 Cabinet members; Other B&NES Services; Stakeholders/Partners; Other Public Sector Bodies; Section 151 Finance Officer; Chief Executive; Monitoring Officer

10.2 A draft of the report was circulated for comment. The LSP Project Board considered the Main Fund and this comprised representatives from partner organisations.

## 11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 *Social Inclusion; Customer Focus; Sustainability; Young People; Corporate; Health & Safety; Other Legal Considerations*

## 12 ADVICE SOUGHT

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

<b>Contact person</b>	<p><b>Susan Bowen 01225 477278</b>  <a href="mailto:Susan_Bowen@bathnes.gov.uk">Susan_Bowen@bathnes.gov.uk</a>  <b>Andy Thomas 01225 394322</b>  <a href="mailto:Andy_Thomas@bathnes.gov.uk">Andy_Thomas@bathnes.gov.uk</a></p>
<b>Sponsoring Cabinet Member</b>	<b>Councillor Paul Crossley</b>
<b>Background papers</b>	<p><a href="#"><u><b>Decision Details: Strategy for Community Enablement</b></u></a>  <a href="#"><u><b>Performance Reward Grant: Main Fund</b></u></a></p>
<b>Please contact the report author if you need to access this report in an alternative format</b>	

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**APPENDIX 1 : Performance Reward Programme – Recommendations from LSP Board relating to the £1m Main Grant Fund**

<b>Organisation</b>	<b>Project Name</b>	<b>Outcome</b>	<b>Capital Allocated £</b>	<b>Revenue Allocated £</b>
The Volunteer Centre	Business Engagement Network B&NES	A resilient voluntary and community sector	2,000	95,088
Bath & West Community Energy	Bath & West Community Energy	A low carbon future	0	108,000
Chew Valley Community CIC	Transforming services for older people in the Chew Valley	Transforming local services	1,000	47,000
The Community Bus	Play Together	Transforming local services	11,000	53,092
Southside Family Project	Voices	Transforming local services	0	65,114
The Play Team, Wansdyke Play Association, Midsomer Norton Community Association	Somer Centre and Somer Valley Skate & Play Park Hub	Renewing our community assets	75,000	34,900
Action to Regenerate Community Trust	Better Together	Transforming local services	10,000	96,806
NHS B&NES (with others)	Healthwatch B&NES Initiation	Listening to the users of health and social care services	0	49,500
Somer Valley Community Radio Ltd	Somer Valley FM's Big Society	A resilient voluntary and community sector	45,000	0
Batheaston New Village Hall Company	Batheaston New Village Hall	Renewing our community assets	74,999	0
Bath City Farm	Connecting People to their Community	A resilient voluntary and community sector	35,000	0
Percy Community Centre	Percy Spaces Project	Renewing our community assets	34,386	0
Odd Down Playing Fields Community Hub Club	Odd Down playing Fields Community Hub Club Project ('The Hub')	Renewing our community assets	11,615	0
BANES Food For Life Partnership	Food for Life Partnership, including The Soil Association (lead partner), Focus on	Listening to the users of health and social care services	0	50,500

	Food Campaign, Garden Organic and the Health Education Trust			
B&NES Learning and Skills Partnership	Low Carbon Skills Academy	Jobs, Business, Growth	84,957	0
Business West	Developing entrepreneurship & Third Sector Capacity in B&NES	Jobs, Business, Growth	15,043	0
<b>TOTAL RECOMMENDED ALLOCATIONS FROM PRP MAIN GRANT FUND</b>			<b>£400,000</b>	<b>£600,000</b>
<p><b>RECOMMENDED ADDITIONAL ALLOCATION FROM COUNCIL COMMUNITY EMPOWERMENT FUND (fund for disadvantaged communities, regeneration and localism projects)</b></p> <p>This new fund is designed for investment in projects within Bath and North East Somerset which promote equalities. It recognises the importance of the Council and LSP Board's commitment to meeting our Public Sector Equality duty and is made on the recommendation of the LSP Board.</p> <p>Particular focus will be placed on addressing inequality within service provision and community involvement to people with "protected characteristics" (as defined by the Equality Act 2010) specifically those less well represented in projects allocated from the Main Grant Fund as above (LGBT groups, disabled people, BME people, faith/belief groups).</p> <p>Using information from the Joint Strategic Needs Assessment process, emphasis will be placed on health inequality with a focus on inequality within and between people with protected characteristics.</p>			£60,000	



**APPENDIX 2: Proposals for allocation of the £336,000 element of the Council's Community Empowerment Fund for disadvantaged communities, regeneration and localism projects**

<b>Project</b>	<b>Amount</b>	<b>Comments</b>	<b>Responsible Divisional Director</b>
Future Fund	£100,000	<p>It is currently envisaged that this will be formed of two work streams, as follows:</p> <p>(1) Approximately 60% earmarked for positive activities for young people including working with local communities and voluntary and community organisations to address local perceptions of anti-social behaviour by young people</p> <p>(2) Approximately 40% to support vulnerable young people, particularly those who are Not in Education, Employment or Training. It will support schemes such as providing placements, linked to tangible outcomes. This work should be linked closely to and help support the delivery of the key "Complex Families" project, for which the Council is a second-phase pilot</p>	Learning and Inclusion Services
Reducing inequalities in Bath and North East Somerset	£60,000	<p>This bid fund is designed for investment in projects within Bath and North East Somerset which promote equalities. It recognises the importance of the Council and LSP Board's commitment to meeting our Public Sector Equality duty and is made on the recommendation of the LSP Board.</p> <p>Particular focus will be placed on addressing inequality within service provision and community involvement to people with protected characteristics specifically those less well represented in projects allocated from the Main Grant Fund (as above; LGBT groups; disabled people; BME people; faith/belief groups).</p> <p>Using information from the Joint Strategic Needs Assessment process, emphasis will be placed on health inequality with a focus on inequality within and between people with protected characteristics.</p>	Policy and Partnerships
Supporting Volunteering	£20,000	This will support a volunteering strategy. There will be support for development of the Council's employee community	Policy and Partnerships

		involvement scheme. This will also build on initiatives such as the snow warden scheme, the home library service, and other similar roles.	
Better Local Engagement	£105,000	This will include local engagement initiatives such as Participatory Budgeting (where local communities are involved in local spending decisions), work on local engagement frameworks and improved outcomes in communities through schemes such as community organisers	Divisional Director – Policy and Partnerships
Communities in Control	£10,000	It is recognised that as resources tighten there is a need to ensure Council assets are used fully to meet local community needs. In addition, the new Community Right to Buy under the Localism Act encourages greater involvement of communities in running local assets. This project would provide an initial report on the potential for transferring community based services and buildings/land into the hands of voluntary and charitable organisations.	Property Services
Webcasting Council meetings	£31,000	Funding for set-up costs and initial year of operation to webcast Council, Cabinet, Development Control and Policy Development and Scrutiny meetings and 20 hours for adhoc filming.	Improvement and Performance
Implementation of Localism Act	£10,000	Contingency for support for provisions of the Act not currently resourced	Policy and Partnerships
<b>TOTAL</b>	<b>£336,000</b>		

<b>Bath &amp; North East Somerset Council</b>		
MEETING:	<b>Cabinet</b>	
MEETING DATE:	<b>9<sup>th</sup> May 2012</b>	EXECUTIVE FORWARD PLAN REFERENCE:
		<b>E2390</b>
TITLE:	<b>Keynsham Town Centre Regeneration and Workplaces Programme – Riverside Site Assembly and Compulsory Purchase Order</b>	
WARD:	Keynsham West	
<b>AN OPEN PUBLIC ITEM</b>		
<b>List of attachments to this report:</b>		
<a href="#">Site Plan</a>		

## 1 THE ISSUE

- 1.1 In certain circumstances a Local Authority has the legal right to use Compulsory Purchase Order (CPO) powers to acquire land to achieve certainty of delivery of its redevelopment and/or highway aspirations. It would be particularly beneficial for the Council to make it clear at an early stage and whilst negotiations continue that it is prepared to use CPO powers should the need arise in relation to the Riverside site, Keynsham.

The CPO implementation process will only be exercised if it is considered to be necessary by the Chief Property Officer, in consultation with the S151 Officer and Cabinet Member for Community Resources.

## 2 RECOMMENDATION

The Cabinet agrees that:

- 2.1 The Chief Property Officer is authorised, in consultation with the Cabinet Member for Community Resources to take all necessary steps to make, as necessary, a CPO or CPOs under Section 226(1) of the Town & Country Planning Act 1990 for the acquisition of land and/or the creation of new rights pursuant to Section 13 of the Local Government (Miscellaneous Provisions) Act 1976 (or any such other legislation may be appropriate for the delivery of the scheme) in respect of acquisition of land and/or rights within the indicative area shown on the [attached site plan](#) for the Riverside office block and its environs, Temple Street, Keynsham to bring forward the area for redevelopment following the Council's vacation in 2014

The Chief Property Officer is authorised, in consultation with the Cabinet Member for Community Resources, to take all necessary steps in the process of making, confirmation and implementation of any CPO, including the publication and service of all notices, and the presentation of the Council's case at Public Inquiry.

- 2.2 The Chief Property Officer is authorised, in consultation with the Cabinet Member for Community Resources, to acquire interests in land and new rights within any CPO either by agreement(s) or compulsorily and approve agreement(s) with land owners setting out the terms of the withdrawal of objections to the Order, including where appropriate seeking exclusion of land or new rights from the Order and or making arrangements for re-housing or relocation of occupiers.
- 2.3 Any use of the CPO powers is subject to authorisation from the S151 Officer in consultation with the Cabinet Member for Community Resources in respect of the anticipated financial implications of the authorisation.

### **3 FINANCIAL IMPLICATIONS**

- 3.1 This report is a process only report to enable the two sets of negotiations to continue to progress and to ensure that the Council's intent to deliver its aspirations for the sites is clear to the respective landowners/interested parties.
- 3.2 The S151 Officer will need to be satisfied that before the CPO process is formally implemented the scheme is capable of being funded from within the Council and/or project budgets.
- 3.3 Management action will need to be taken as the project progresses to ensure that the financial implications are contained within the available budgets and sources of external funding.

### **4 CORPORATE OBJECTIVES**

- *Promoting independence and positive lives for everyone*
- *Creating neighbourhoods where people are proud to live*
- *Building a stronger economy*

- 4.1 [Appendix 2](#) and para 5.6. of the 7<sup>th</sup> December 2011 [Cabinet report](#), Keynsham Town Centre Regeneration & Workplaces Programme Update, highlighted the potential for Riverside and adjacent land (Fire Station and Sports & Leisure Centre) to be redeveloped to provide a residential/sheltered accommodation led mixed use development. Such a development would significantly contribute to achieving all of the Council's corporate objectives.

### **5 THE REPORT**

- 5.1 It has always been the Council's intention that the regeneration of Keynsham Town Centre would be "kick-started" by the redevelopment on the Keynsham Town Hall/Library and The Centre Shops site, allowing the Riverside site, including the Fire Station and Sports & Leisure Centre sites, to follow on.
- 5.2 Discussions have been taking place, and are continuing, between the Council, as freehold owner and Topland as the headleasee, of Riverside, and the Fire Authority, regarding the opportunities that arise through the Council's vacation of the Riverside building in 2014. Knowing that the Council as acquiring authority in a position and would be prepared to use its CPO powers to assemble a site capable of delivering its regeneration aspirations, will give a clear indication of intent to all the interested parties.

- 5.3 Discussions and work is continuing in order to prepare a deliverable scheme based on the options presented to December 2011 Cabinet, with a view to the submission of an outline planning application later this year.

## **6 THE COMPULSORY PURCHASE ORDER POWERS (CPO) AND PROCESS**

- 6.1 CPO powers are an important tool for Local Authorities and other public bodies to use as a means for assembling land needed to deliver social and economic change. It is however necessary for an Authority to resolve formally to use compulsory purchase powers before it can proceed to make a CPO. It is helpful to negotiations to bring about a deliverable scheme, if this commitment is made at an early stage as this is a statement of an authority's intent .
- 6.2 CPO powers may only be used when it can be demonstrated to the satisfaction of the relevant Minister that there is a deliverable scheme in place (i.e. planning, and funding) and all other routes for assembling the site have been exhausted. However, the willingness of an Authority to use these powers provides a degree of certainty designed to deter a party from attempting to hold a redevelopment proposal to hostage.
- 6.3 Once a CPO is made and an Authority has complied with the statutory requirements to give, affix and publish notices (and obtain the proofs or certificates of services) an Authority must submit the CPO to the confirming Minister. It will then be for the Minister to decide whether or not to hold a public inquiry, in the event the CPO receives objections, following which a CPO may be approved as submitted, amended or rejected.
- 6.4 Useful guidance on the use of CPO can be found on the [Communities & Local Government website Circular ODPM 06/2004](#)

## **7 RISK MANAGEMENT**

- 7.1 The report author and Lead Cabinet member have reviewed the risks related to the issue and recommendations, in compliance with the Council's decision making risk management guidance, and are in agreement to make these resolutions at this stage is prudent risk management.

## **8 EQUALITIES**

- 8.1 Before proceeding with a CPO consideration must be given to the Human Rights Act 1998. Article 1 of the First Protocol of the European Convention on Human Rights provides that no-one shall be deprived of their possessions except in the public interest. It will therefore be necessary to balance the public and private interests if and when the Council is ready to use its CPO powers, and be satisfied that the interference with the rights of the owners of land the subject of the CPO is necessary, proportionate and justified.

## **9 RATIONALE**

- 9.1 The use of CPO powers to acquire land in respect of a redevelopment scheme is an accepted method of gaining security of delivery. It provides certainty of property assembly.

9.2 Land assembly is essential to the delivery of the scheme. The CPO process sets out statutory provisions for compensations to landowners, and a framework within which negotiations to avoid the need to use CPO powers can take place.

**10 OTHER OPTIONS CONSIDERED**

10.1 Seek to acquire all property interests by negotiation. It is hoped that this will be possible. However, the use of CPO powers may be necessary if the scheme is to progress to delivery. Even if there is only one landowner unwilling to deal this has the potential to prevent a scheme from being delivered. The use of CPO powers gives the Council certainty.

10.2 Whilst acquisition by agreement is preferred, it is considered that the use of CPO powers in tandem with negotiations is essential if the Council is to bring forward a scheme and prevent ransom and other barriers to delivery.

**11 CONSULTATION**

11.1 *Ward Councillors; Cabinet members; Keynsham Town Council; Section 151 Finance Officer; Chief Executive; Monitoring Officer*

11.2 The issue has been discussed and explained to all relevant parties, and a draft copy of this report has been made available and comments received incorporated.

**12 ISSUES TO CONSIDER IN REACHING THE DECISION**

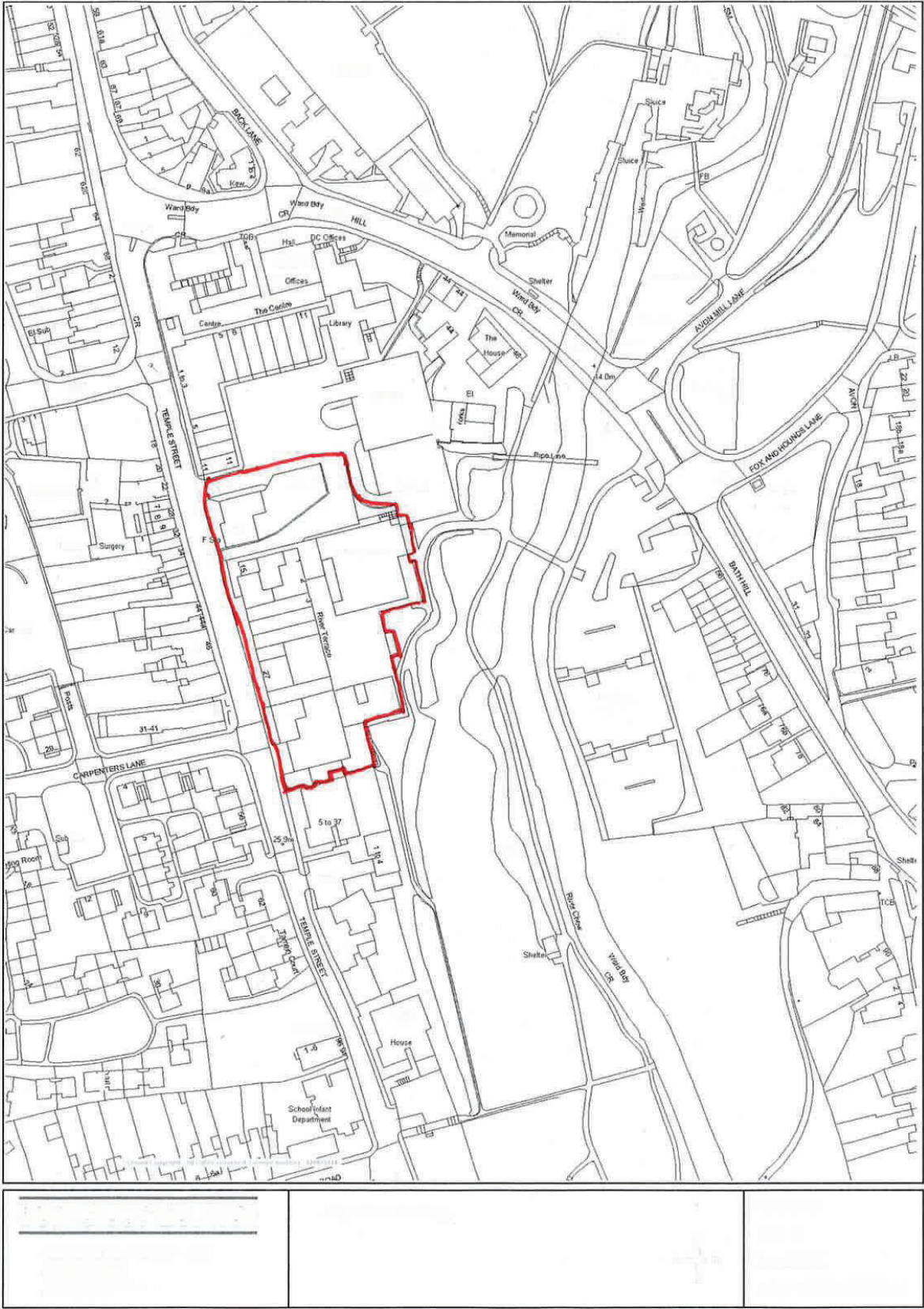
12.1 *Property; Human Rights; Other Legal Considerations Social Inclusion; Sustainability*

**13 ADVICE SOUGHT**

13.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

<b>Contact person</b>	<i>Tom McBain 01225 477806 or Margaret Masling 01225 477005</i>
<b>Sponsoring Cabinet Member</b>	<i>Councillor David Bellotti</i>
<b>Background papers</b>	<i>Keynsham Town Centre Regeneration &amp; Workplaces Programme Update Cabinet report and minute 7th December 2011</i>
<b>Please contact the report author if you need to access this report in an alternative format</b>	





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<b>Bath &amp; North East Somerset Council</b>		
MEETING:	<b>Cabinet</b>	
MEETING DATE:	<b>9<sup>th</sup> May 2012</b>	EXECUTIVE FORWARD PLAN REFERENCE:
		<b>E 2404</b>
TITLE:	<b>(Various Roads Newbridge &amp; Weston Bath)(Prohibition &amp; Restriction of Waiting)(Prohibition of Loading/Unloading) Order 201x</b>	
WARD:	Newbridge & Weston	
<b>AN OPEN PUBLIC ITEM</b>		
<p><b>List of attachments to this report:</b></p> <p><b>Appendix 1 containing comments received during Public Consultation.</b></p> <p><b>Appendix 2 containing map schedules of all proposed schemes for implementation after modification where recommended.</b></p>		

## **1 THE ISSUE**

- 1.1 To consider the points raised during the public consultation of Traffic Regulation Order "(Various Roads Newbridge & Weston Bath) (Prohibition & Restriction of Waiting)(Prohibition of Loading/Unloading) Order 201" and decide whether to proceed with the proposed scheme.

## **2 RECOMMENDATION**

**Recommendation** - The Cabinet member is asked to agree that in regard to the advertised proposals below that the proposals are implemented, modified or withdrawn as below:

- 2.1 (i) prohibit parking in lengths of Apsley Road, Burleigh Gardens, Cedric Road, Chelsea Road, East Lea Road, Manor Road, Meadow Gardens, Newbridge Gardens, Newbridge Hill, Newbridge Road, Partis Way, Penn Gardens, Penn Hill Road, Penn Lea Road, South Lea Road, Westfield Park, West Lea Road and Weston Park;

**Apsley Road**: That the Double Yellow Line (DYL) junction protection in Apsley Road from Newbridge Road is implemented as advertised. That the proposal for DYL on the west side of Apsley Road from Newbridge Hill is modified to reduce the length of DYL to commence at a point 94 metres south of the junction of Newbridge Hill, extending for a distance of 20 metres in a south westerly direction into the western cul-de-sac, in response to public feedback.

**Burleigh Gardens**: That the proposal to implement DYL on the east side from its junction with South Lea Road for a distance of 190 metres in a southerly then

westerly direction encompassing the turning head in the western spur of Burleigh Gardens is modified to implement DYL on the east side from its junction with South Lea Road for a distance of 11 metres in a southerly direction. Then DYL on the south side of Burleigh Gardens from a point 150 metres south westerly from the eastern kerbline of its junction with South Lea Road in a westerly direction for a distance of 44 metres, encompassing the turning head in the western spur of Burleigh Gardens to allow traffic movement.

That the DYL on the west side of the road from the junction from its junction with South Lea Road for a distance of 11 metres in a southerly direction is implemented as advertised for junction protection purposes.

**Cedric Road**: That the proposals are implemented as advertised as no objections were received.

**Chelsea Road**: That the proposals are implemented as advertised as no objections were received.

**East Lea Road**: To implement DYL on the junction on the east side from its junction with South Lea Road for a distance of 19 meters as advertised to ensure traffic flow and road safety issues are resolved. To modify the proposal on the western side of East Lea Road to DYL from the junction of South Lea Road for a distance of 19 meters then reduce restriction to Single Yellow Lines in operation 10am till 4pm Monday to Friday only for a distance of 155 meters in response to public feedback on the issues faced in the location.

**Manor Road**: That the proposals are implemented as advertised as no objections were received.

**Meadow Gardens**: That the proposals are implemented as advertised as no objections were received.

**Newbridge Gardens**: That the proposals are implemented as advertised as no objections were received.

**Newbridge Hill**: That the proposals are implemented as advertised as no objections were received.

**Newbridge Road**: That the proposals for DYL at the junction with Apsley Road are implemented as advertised to protect the junction. That the proposals for DYL at the junction of Westfield Park are modified and reduced from a point 8 meters west of its junction with Westfield Park for a distance of 28 metres in an easterly direction.

**Partis Way**: That the proposal to implement DYL on the west side of Partis Way from its junction with South Lea Road for a distance of 20 metres in a southerly direction is implemented as advertised.

That the proposal to implement DYL on the east side of Partis Way from a point 5 metres south of its junction with South Lea Road for a distance of 182 metres in a southerly direction is modified to DYL from a point 5 metres south of its junction with South Lea Road for a distance of 15 meters in a southerly direction then Single Yellow Lines from a point 20 metres south of its junction with South Lea Road for a distance of 167 metres in southerly direction in operation 10am till 4pm Monday to Friday only.

That the proposal to implement DYL on the west side of Partis Way from its junction with Newbridge Hill for a distance of 43 metres in a northerly direction is modified and reduced to 20 metres in length.

That the proposal to implement DYL on the east side of Partis Way from its junction with Newbridge Hill for a distance of 209 metres in a northerly direction then easterly direction encompassing the turning head in the eastern spur of Partis Way is modified to DYL on the east side of Partis Way from its junction with Newbridge Hill for a distance of 20 metres in a northerly direction for junction protection purposes, then Single Yellow Lines in operation 10am till 4pm Monday to Friday only on the east and south side of Partis Way, in response to public feedback on the issues faced in this location, from a point 20 metres north of its junction with Newbridge Hill for a distance of 132 metres in a northerly then easterly direction and DYL in the turning head in the eastern spur of Partis Way on the south side from a point 152 metres north easterly of its junction with Newbridge Hill for a distance of 55 metres encompassing the turning head for traffic flow purposes.

**Penn Gardens:** That the proposal is modified and the DYL are reduced in length on the north side to extend a distance of 15 metres in an easterly direction from its junction with Penn Hill Road to increase residential parking availability whilst protecting the junction for safety reasons.

**Penn Hill Road:** That the proposals are implemented as advertised as no objections were received.

**Penn Lea Road:** That the proposals are withdrawn and not implemented at this time due to public objections to the proposals.

**South Lea Road:** To implement DYL on north side junctions with West Lea, East Lea and Penn Lea Roads as advertised to ensure traffic flow and road safety issues are resolved. To modify the proposal on the south side of South Lea Road from DYL to Single Yellow Lines in operation 10am till 4pm Monday to Friday only in response to public feedback on the issues faced in the location apart from the following junctions; with West Lea Road where DYL will be implemented from its junction with West Lea Road for a distance of 23 metres in an easterly direction, from its junction with Burleigh Gardens where DYL will be implemented from a point 8 metres west of its junction with Burleigh Gardens for a distance of 29 metres in an easterly direction and Partis Way where DYL will be implemented from a point 8 metres west of its junction with Partis Way for a distance of 8 metres in an easterly direction for junction protection purposes.

**Westfield Park:** To modify the advertised restrictions of DYL on both sides of Westfield Park from its junction with Newbridge Road for a distance of 18 metres in a southerly direction to a reduced length of 10 metres extending from its junction with Newbridge Road in a southerly direction in response to public feedback. This will strike the best possible balance between junction protection and availability of parking.

**West Lea Road:** To implement DYL on East side for a distance of 9 meters as advertised to ensure traffic flow and road safety issues are resolved. To modify the proposal on the western side of West Lea Road to DYL from the junction of South Lea Road for a distance of 9 meters then reduce restriction to Single Yellow

Lines in operation 10am till 4pm Monday to Friday only for a distance of 211 meters in response to public feedback on the issues faced in the location.

**Weston Park:** That the proposals are implemented as advertised as the changes will increase road safety at the junction.

2.2 (ii) restrict parking in lengths of Lucklands Road, Purlewent Drive and Chelsea Road:

**Recommendation** –

**Lucklands Road:** That the proposals are withdrawn and not implemented at this time.

**Purlewent Drive:** That the proposals are withdrawn and not implemented at this time.

**Chelsea Road:** That the restrictions are implemented as proposed as no objections were received.

2.3 (iii) introduce prohibition of loading /unloading in lengths of Cedric Road;

**Recommendation** – That the proposals are implemented as advertised as no objection have been received.

2.4 (iv) vary the residents' parking places in Cedric Road;

**Recommendation** - That the proposals are implemented as advertised as no objection have been received.

2.5 (v) remove 2 disabled parking bays in Chandler Close.

**Recommendation** - That the proposal is implemented as advertised. Chandler Close will still retain 3 disabled bays for use by residents whilst increasing the availability of parking of all.

### **3 FINANCIAL IMPLICATIONS**

3.1 Funding for the scheme is estimated as between £3,620 – 4,344. Funds are confirmed as available from within the Local Transport Plan Capital Budget.

3.2 The consultation process included Highways and no concerns were raised regarding on-going maintenance costs and these works can be incorporated within the existing revenue budget.

### **4 CORPORATE OBJECTIVES**

- *Building communities where people feel safe and secure*
- *Improving transport and the public realm*

4.1 Comment on the Proposed Changes to Parking Restrictions (see Appendix 1), take into account the matters referred to above.

## **5 THE REPORT**

- 5.1 The proposals were made as the result of the concerns of local residents caused by increasing problems as a result of the growing number of vehicles parking in inappropriate places in the area throughout the day including those from staff and visitors to the hospital. These vehicles park in close proximity to junctions (causing visibility problems) and close to driveways (where vehicle access is affected). Additional issues have been raised regarding the movement of scheduled bus routes through some of the areas where restrictions are proposed.
- 5.2 Consideration needs to be given to the responses received and a decision made on the way forward. Common Law states the highway is for the passage and re-passage of persons and goods, and consequently any parking on the highway is an obstruction of that right of passage. There are no rights to park on the highway but parking is condoned where the right of passage along the highway is not impeded. The consideration of the objections to the introduction of controls has to be considered in this context. There is also no legal right to park on the highway either outside a property or even within a specific street.
- 5.3 The TRO is being proposed is the duty of every local authority to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities as set out in section 122 Road Traffic Regulation Act 1984 (RTRA) .
- 5.4 The points raised in relation to the proposed scheme are set out in the attached Appendix with officer comments.

## **6 RISK MANAGEMENT**

- 6.1 The report author and Lead Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

## **7 EQUALITIES**

- 7.1 An EqIA has been completed. No adverse or other significant issues were found.
- 7.2 The proposals will improve access to and from residential properties in the area and traffic flow including bus services. Additionally the proposals will improve pedestrian access at junctions by removing parking vehicles to allow full use of the pedestrian dropped kerb crossings, facilitating access for pedestrians with wheelchairs and pushchairs.

## **8 RATIONALE**

- 8.1 The recommended restrictions are proposed so as to avoid danger to persons or other traffic using the road or to prevent the likelihood of any such danger arising and to facilitate the passage on the road or any other road of any class or traffic.
- 8.2 Under Section 1 of the Road Traffic Regulation Act 1984 a Traffic Authority may make an Order as specified below:

*The traffic authority for a road outside Greater London may make an order under this section (referred to in this Act as a “traffic regulation order”) in respect of the road] where it appears to the authority making the order that it is expedient to make it—*

*(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or*

*(b) for preventing damage to the road or to any building on or near the road, or*

*(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or*

*(d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or*

*(e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or*

*(f) for preserving or improving the amenities of the area through which the road runs or*

*(g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).*

## **9 OTHER OPTIONS CONSIDERED**

9.1 To implement all restrictions as advertised. This option was rejected based on the public feedback to the proposals.

9.2 To not implement any of the schemes. This option was rejected as the proposals, including those modified, improve the parking and traffic movement situation.

## **10 CONSULTATION**

10.1 *Ward Councillors; Other B&NES Services; Local Residents; Stakeholders/Partners; Other Public Sector Bodies*

10.2 The proposals were advertised by erecting notices along the affected lengths of road for a 21 day period ending on 29<sup>th</sup> September 2011, inviting written comments to the proposal. At the same time a copy of the notice was placed in the Public Notice section of the local newspaper. Responses made are set out in the Appendix to this report.

## **11 ISSUES TO CONSIDER IN REACHING THE DECISION**

11.1 *Customer Focus; Health & Safety; Other Legal Considerations*

## **12 ADVICE SOUGHT**

12.1 The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

<b>Contact person</b>	Chris Major 01225 394231
<b>Sponsoring Cabinet Member</b>	<i>Councillor Symonds</i>
<b>Background papers</b>	Nil
<b>Please contact the report author if you need to access this report in an alternative format</b>	

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**APPENDIX 1**

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
All	Object to parking restrictions. Works at hospital but does not qualify for staff parking. What provision will be made for staff? Odd down park and ride is not suitable, will a facility operate from Newbridge? It will just create problems for other roads.		1			It is not the responsibility of the council to provide parking for commuters. Whilst consideration is given to the comments made the changes are for road safety and movement of traffic issues.
Page 193 All	Object as need some where to park near to RUH/work. Public transport is not an option for her and there is not enough space within the hospital grounds. Not being allowed to park in streets is unfair, most of the houses have drives and garages and the streets are mostly empty by 5.30pm. Need to consider needs of the staff, RUH is the biggest Bath employer and the council needs to assist.		1			It is not the responsibility of the council to provide parking for commuters. Whilst consideration is given to the comments made the changes are for road safety and movement of traffic issues.
All	Works at RUH. Objects to many of the restrictions. Has to use car and the staff car park is full by 8.30 in morning, parks considerably. If can't park anywhere would end up using the newbridge park and ride car park which would restrict spaces for park and ride users.	Reduce proposals, leave some spaces.		1		It is not the responsibility of the council to provide parking for commuters. Whilst consideration is given to the comments made the changes are for road safety and movement of
all	Penn Lea Road - not DYL, residents would welcome SYL restrictions on north side for short distance.. Lea Roads - likewise reduce to SYL to deter weekday parking. Resident parking in other areas as flagged in the resident surveys.	Mon- Fri 10 am to 4pm.		1		Noted.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
Apsley Road	Object as believe the proposed no waiting at any time markings would make Apsley Road more dangerous to all road users and pedestrians. Would increase speed, since more parking have noticed no 'screeching' of brakes.	many suggestions/observations within letter.	1			Noted. Whilst sometimes the introduction of DYLS does increase the speed of traffic the proposals have been modified to reduce the length of DYLS whilst increasing the traffic flow.
Apsley Road	DYLS won't help problem of Heavy goods vehicles trying to get weight limit applied. Would like clearly marked parking bays which would calm traffic and stop inappropriate parking.	Marked bays.		1		Marked bays would need to be considered as a separate proposal if they are to be enforceable. A weight limit would need to be implemented separately.
Apsley Road and surrounds Page 194	Restricting parking would create new issues. More competition for parking may lead to people converting front gardens with negative effects to habitats. Create rat-runs increasing speed. Negative effect on children attending the Newbridge Primary School would have to be dropped off further away reducing their independence and/or with potentials of endangering them further with a longer walk, or create greater congestion around school gates.	No restrictions - look into one way system in Apsley Road, part of a circle with Rosslyn Road and Old Newbridge Hill.		1		Noted. One way system is outside of the consideration of this order.
Burleigh Gardens	Object to dyl in front of their properties. Sheltered housing and would have no where to park, would be badly disadvantaged.		1			Noted. However, DYLS is required to protect junction and turning circle to ensure movement of traffic

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
Burleigh Gardens	Feels all proposals should be withdrawn and more detailed maps and information giving an accurate representation should be drawn up and consulted on, giving a true and precise indication of amount of parking spaces. Objects to any restrictions in Burleigh Court especially DYL, effect on business at home and health care visitors to the elderly. No problem at the moment.	Rethink solutions - no need for restrictions in Burleigh Gardens, not a bus route, wide road and usually spaces available.	1			Noted. However, DYL is required to protect junction and turning circle to ensure movement of traffic
Burleigh Gardens  Page 195	Object to DYL in Burleigh Gardens. Wants to be able to park on that road, has had vehicle broken into when parking in area designated for tenants and gets abuse when parking opposite drive ways. Put lines on bus routes but leave the rest alone - for like the proverbial fat woman squeezing into a corset, it's got to come out somewhere!	None on Burleigh	1			Noted. However, DYL is required to protect junction and turning circle to ensure movement of traffic
Burleigh Gardens	object to DYL. Not a bus route, and RUH have to park somewhere why penalise them. Also the sheltered housing tenants don't have drives and want visitors.		1			Noted. However, DYL is required to protect junction and turning circle to ensure movement of traffic
Burleigh Gardens	Keep some DYL but change rest to SYL. Create additional parking outside of peak times. Properties on south don't have garages.	Keep first 10 metres DYL, rest SYL Mon-Fri 10am to 4pm. Deter hospital staff. Also need DYL outside number 2.		1		Noted. However, if parking is allowed outside of peak hours the case for single yellow lines would have to show significant issues during peak hours. Due to the number of objections this case has not been made and therefore the proposal should be withdrawn.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
Burleigh Gardens	Not DYL. Thought it was going to be SYL Mon-Fri, agree with corners of the junction and think there should be some on the corner by No. 2 Burleigh Gardens.	SYL Mon- Fri 10am - 4pm, DYL on corners		1		Noted. However, if parking is allowed outside of peak hours the case for single yellow lines would have to show significant issues during peak hours. Due to the number of objections this case has not been made and therefore the proposal should be withdrawn.
Burleigh Gardens	Do not want DYL. Not a through road or bus route. Mostly retired people who want visitors.	SYL Mon-Fri 8am to 6pm would suffice.		1		Noted. However, if parking is allowed outside of peak hours the case for single yellow lines would have to show significant issues during peak hours. Due to the number of objections this case has not been made and therefore the proposal should be withdrawn.
Burleigh Gardens	Supports proposal as all properties have off street parking and/or access to parking facility - no requirement to park in Burleigh Gardens.				1	Noted. However, restricting the use of the road when not necessary may not be best use of the highway.
Chandler Close	Do not remove bays - used by four disabled residents and hospital disabled visitors.		1			Chandler close would still retain 3 disabled bays for use by blue badge holders. Residents have complained that there is not enough parking of all.
East Lea Road	Object to DYL. Want to be able to park at anytime on either side of road. Residents will suffer not enough off street parking for vehicles. No public transport uses this street.	No Restrictions	1			Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
East Lea Road	Strongly object to DYL. If restrictions are needed they should be SYL, would be less inconvenience. Would not solve parking issues but move them.	If anything, SYL Mon-Fri 10am to 4pm as in parts of Penn Lea Road.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.

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Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
East Lea Road	Object to DYL. Restrict parking on days no problems, inconvenience residents and shift problem to another estate.	Either single yellow line on one side of East Lea or ask RUH to solve it within their grounds.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
East Lea Road	Object to parking restrictions when parking is already tight. Further restrictions will not tackle the problem. Single yellow line would achieve same effect without so much negative impact. Also on safety grounds with dyl on one side of road traffic will be encouraged to go faster.	SYL in force for coupled of hours in middle of working day - Mon-Fri.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
East Lea Road Page 197	DYL not required, too much. Thought it was going to be SYL Mon-Fri 10am to 4pm. Agree that Dyl on corners would be good.	SYL Mon-Fri 10am to 4pm. DYL on corners.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
East Lea Road	DYL would create further inconvenience. SYL would be a better solution.	SYL monfri		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
East Lea Road	DYL would create further inconvenience. SYL would be a better solution.	syl mon-fri		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
East Lea Road	Oppose DYL. Although the parking of the hospital staff causes an inconvenience DYL will only mean residents and visitors will be forbidden to park too. No issue outside of normal working hours.	Scheme similar to that of Manor Park, single yellow line Mon-Fri 10am to 4pm on the eastern side of East Lea Road, or free resident parking as operated in Southlands. Underground car park for RUH.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
East Lea Road Page 198	Agree certain areas need DYL, corners and narrow parts where buses have problems. RUH do need to park somewhere will use the few spaces left then there will be no spaces for visitors. Blanket DYL will create as many problems as you hope to resolve.			1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
East Lea Road	Object, restrictions too excessive. More appropriate would be SYL.	SYL as in Manor Park.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
East Lea Road	Object to NWAAT as not normally busy 24 hours 7 days a week.	Mon-Fri 10am - 2pm - no waiting. Plus the restrictions on the other side of the road to allow visibility around bend.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
East Lea Road and surrounds	Object to DYL. This only helps council vehicles and hospital workers will continue to park in the few spaces available.	SYL, Mon-Fri 10am 4pm.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
Lucklands Road	No need to restrict Mon-Sat, Mon-Friday would be more appropriate. Could some restrictions be removed further down Lucklands Road where wider? Need to look at restrictions around the RH side bend,.	Monday to Friday		1		Noted.
Lucklands Road	Saturday is not required - Mon-Fri would be good.	Monday to Friday		1		Noted.
Lucklands Road and Purlewent Drive	No notices posted in Purlewent Drive so these residents have not had the opportunity to consider changes. Object as these restrictions will only make things worse. RUH need to organise their parking.		1			Noted.
Lucklands Road and Purlewent Drive	Object to dyl on lucklands road, support dyl on bends in Purlewent Drive. Lucklands Road - feels these measures will serve no purpose only create more problems. It will move parking on to one side of road, only issue is parking too close to driveways - white bay markings would solve that. Residents need off street car parking as some garages too small for modern cars and council allows conversion of garages. Core issue is lack of parking at RUH and poor public transport links.	white lines to mark out parking areas. Increase on site parking at RUH for visitors, look at operating times of Park and Ride for shift workers.		1		Noted.
Meadow Gardens	Ok with new proposals but would like additional DYL opposite their hard standing at rear of garden. Also note have to turn at end of road as turning area is always full with parked vehicles.	Short stretch of DYL outside number one opposite gates.		1		Noted, however additional restrictions cannot be added to this proposal and would have to be advertised separately in the future.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
Partis Way	Don't think parking restrictions down one side will be effective. At the moment cars only park on one side anyway so that will not change. No where for residents to park, need resident parking.	Resident Parking scheme during working hours	1			Noted.
Partis Way	Opposed to restrictions. Source of problem needs to be addressed, has no problem with visitors or employees of RUH parking in Partis Way understands there need to use a car and that public transport is not always an option. Does not want to be prevented from parking themselves.	Increase parking at RUH - underground or mezzanine parking level.	1			Noted. RUH parking requirements are outside of this report.
Partis Way Page 200	Strongly opposed. Problems are on bends and close to drives, not need large restrictions. Moved here to get away from restrictions and live in a residential area. Speed may increase with no cars parked there, nice to see visitors come and go and don't want front gardens to become drives.	need to address core problem at RUH, residents not to be scapegoats.	1			Noted. Modification of proposals will allow visitors to park outside of controlled hours.
Partis Way	Strongly opposed. Problems are on bends and close to drives, not need large restrictions. Moved here to get away from restrictions and live in a residential area. Speed may increase with no cars parked there, nice to see visitors come and go and don't want front gardens to become drives.		1			Noted. Modification of proposals will allow visitors to park outside of controlled hours.



Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
Partis Way	Object to DYL would like SYL - delighted that some action is taking place but feels this proposal is too stringent. Suggest limited waiting and protect junction with Newbridge Hill. Agrees some restriction on one side would be beneficial, although overall this is a sticking plaster and not a cure to the wider problems at RUH	DYL on junction, SYL Mon-Fri 9am to 5pm or similar in other areas.		1		Noted. Modification of proposals will address points raised.
Partis Way	markings on one side of road won't change anything. Object to markings not change anything and be unsightly. Resident parking would be the only solution to address RUH issue. Agree to DYL on junction with Newbridge Hill	resident parking.		1		Noted.
Partis Way	DYL proposal would mean virtually no change. What need is time limits of 3 or 4 hours max per day at various points in street. DYL only at junctions and in turning area. Other dyl would only hamper us.	Reduce restriction.		1		Noted. Modification of proposals will address points raised.
Partis Way	Pleased with DYL on corners, concerned over length of line. Please could it end on the west side near her front door? Also the bend up from her would benefit from DYL - photo's included to demonstrate.	Reduce line on east side by approx. 10 metres to outside her door. Introduce DYL on bend near 45 where obstruction occurs.		1		Noted. Additional DYL would need to be advertised separately.
Partis Way	Ok with new proposals but would like additional lining. Feels gap left will cause obstruction when parked in.	Additional DYL opposite 7 and 8.		1		Noted. Additional DYL would need to be advertised separately.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
Partis Way	Interested in proposals but does nothing for them. Still nose to tail parking outside their house all day, would be good to restrict between 11 and 3pm	Want a restriction on their stretch.		1		Noted. Modification of proposals will address points raised.
Partis Way	Object, feel DYL is totally unnecessary. Syl down one side would be enough to enable safety during busy part of day. Mon- Fri 8am to 4pm is the dangerous and inconvenient parking times.	SYL		1		Noted. Modification of proposals will address points raised.
Partis Way	Support the DYL. Have been left waiting at bus stop before as the driver could not reach them. Feels restrictions also needed on the bends.	Additional DYL needed/=. *marked on plan.			1	Noted. Additional DYL would need to be advertised separately.
Partis Way	Support the DYL. However cars always park on the corner outside number 44 which should be prevented, could lines be put there.	Additional DYL needed.			1	Noted. Additional DYL would need to be advertised separately.
Partis Way	Strongly in favour of DYL to ensure access to drives is not restricted.				1	Noted.
Penn Gardens	Object to DYL, this is a sensible area to park which does not obstruct driveways etc. Will force parking further up road. Root cause needs addressing with respect to RUH parking issue.	shuttle bus for RUH staff from Park and Ride site, maybe Newbridge.	1			Noted. The introduction of parking restrictions is always a balance between road safety and availability of parking and recommendation is for junction protection only.
Penn Gardens	Concerned that restrictions don't go far enough, would like them down all of Penn Gardens so the parking doesn't move down and block the turning circle.	Extend restriction to protect turning circle.		1		Noted. Recommendation reduces length of DYL to reduce the likelihood of this occurring.
Penn Gardens	yes to DYL but they need to go down the road and protect the cul de sac, worried more will park down the road.	Increase length of DYL			1	Noted. Recommendation reduces length of DYL to reduce the likelihood of this occurring.
Penn Lea Road	Signed by 14 of 16 houses - do not want any change to current restrictions.	Do Nothing	1			Noted. Proposals withdrawn at this time.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
Penn Lea Area	Not directly effected live on manor park with m-f 10-4 which works well, feels that main area of congestion is from manor Park (south end) to Penn lea court and this is not addressed.	Look at area Manor Park to Penn Lea court - in week days double decker school bus often meets No 17 bus.		1		Noted. Proposals withdrawn at this time.
Penn Lea Road	Object to proposal and any restrictions, no big problem here residents want to be able to park on street freely, and for their visitors to park. Also thinks it would encourage 'rat run speeding'.	No restrictions here.	1			Noted. Proposals withdrawn at this time.
Penn Lea Road Page 203	object to any restrictions. Create more problems and hazards - current parking slows traffic, removing parking could lead to more people converting front gardens and damaging the environment. The current muddle and confusion works, traffic moves slowly, most people from the hospital who park there are decent - nobody has died and there hasn't been an accident in 10 years. It could be better but don't tinker until wider transport issues are addressed.	Do Nothing	1			Noted. Proposals withdrawn at this time.
Penn Lea Road	Object to DYL lines does not feel restrictions are required. The road is wide and traffic moves freely, even large vehicles. Traffic is slowed down which is beneficial by the current parking. Feels restrictions will make it hard for RUH staff and visitors to park, they will only move to other streets and some do need to use their cars.	Only put in place where there is a safety issue not to stop RUH parking.	1			Noted. Proposals withdrawn at this time.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
Penn Lea Road	Object - preventing parking seems unnecessary. RUH parking is the problem but residents want to park there too, it will lead to conversion of front gardens, increase speed of traffic. Should have been wider consultation. Will have negative impact on value of properties.	Restrictions not required.	1			Noted. Proposals withdrawn at this time.
Penn Lea Road	Restrictions are not required or wanted by residents. Most parking is by residents, there are no obstructions and the traffic flows at a sensible speed. It would cause neighbourhood tension.	Do Nothing	1			Noted. Proposals withdrawn at this time.
Penn Lea Road Page 204	Strongly opposed to double yellow lines. There has been an increase in parking during the day but it does not cause any major inconvenience to residents or post any safety issues.		1			Noted. Proposals withdrawn at this time.
Penn Lea Road	Applying these restrictions will help nobody. The Trus should have reached an agreement with council planning officers by now to provide parking spaces. All it will do is displace parking to narrower streets.		1			Noted. Proposals withdrawn at this time.
Penn Lea Road	DYL not required - object. No safety issues would not improve quality of life. Proposal is an unnecessary attempt to solve a weekday inconvenience - at worst it can lead to being difficult for visitors or deliveries to park near by.		1			Noted. Proposals withdrawn at this time.
Penn Lea Road	Object to lines on Pen Lea road, see no reason why restrictions are needed here.	Do Nothing	1			Noted. Proposals withdrawn at this time.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
Penn Lea Road	Object to proposal. Will cause safety issues, the current parking acts as a traffic calming measure, will increase speed. Restriction penalises residents. Parking problem only started when RUH started charging its staff. Will only displace parking.		1			Noted. Proposals withdrawn at this time.
Penn Lea Road	Object, sledge hammer to crack a nut. The problem is only Mon-Fri 7am to 5pm. It will force issue further a field and create rat run.	Alter the bus routes - the Optiare bus is not suitable for residential streets. Create gated community residents only. RUH to sort out there problems.		1		Noted. Proposals withdrawn at this time.
Penn Lea Road	Strongly object to DYL.	SYL Mon- Fri 10am - 4pm or residents parking		1		Noted. Proposals withdrawn at this time.
Penn Lea Road	Strongly object. Will not solve problem only make it worse. Weekends are fine only problem is Mon-Fri.			1		Noted. Proposals withdrawn at this time.
Penn Lea Road	Object. Residents have not caused a problem, only problems are during working week, restricted parking would be more sensible.	If anything - limited waiting		1		Noted. Proposals withdrawn at this time.
Penn Lea Road	Want restrictions at the north end of Penn Lea Road. The effect of the new restrictions will mean they cannot have carers park near there property. They were expecting a proposed restriction. No restrictions will increase traffic which will be negative with respect to pollution and safety.	on that stretch - 73-117 install syl Mon-Fri 10am to 4pm.		1		Noted. Proposals withdrawn at this time.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
Penn Lea Road	Object to DYL one side of Penn Lea Road from South Lea Road to corner of Penn Lea Road,num 48. RUH parking inconvenience not a major issue, dyl would cause problems - speeding.	No DYL.		1		Noted. Proposals withdrawn at this time.
Penn Lea road	No objections, support DYL as has problems getting out of drive. The parking opposite and either side of drive causes visibility issues.				1	Noted. Proposals withdrawn at this time.
RUH Staff	Object . Staff need to park somewhere it will only displace the problem, need more parking at hospital.	Multi Storey car Park or underground parking in hospital grounds.	1			Noted. Parking at the hospital and schemes to provide it are outside of the remit of this report.
South Lea Road Page 206	Object to no waiting at any time on South Lea road and the related 'Lea' Roads. Have two cars and only one parking space, needs on street parking. Feels the only advantage will be to make the bus route easier it will not resolve any parking issues as the demand will be the same, only compress them and generate more competition.	Look at bus route, does it need to go through the narrow South Lea and West Lea Roads, could it be routed along Penn Lea Road? / Limited Waiting, Monday- Friday 8am to 6pm or 10am to 4pm. Preference for Resident Parking.		1		Noted. Restrictions will be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
South Lea Road	Object to no waiting at any time. Total parking ban is not acceptable. Understands proposal is in response to lobbying from bus company, feels these roads are not suitable for bus traffic, changes will speed up route and cause danger.	Problem is largely limited to weekday working hours so suggest limited waiting Mon-Fri 10am to 6pm. Or resident parking.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
South Lea Road	object to double yellow lines in front of their house, have been parking there for 18 years without any issue. Agree to lines on corner with West Lea Road.			1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
South Lea Road	Strongly object to DYL. Problem is only Mon-Fri 9am to 5pm DYL is too much. Do need the option to park on the road, especially due to camber of drive cannot load/unload on drive as car scrapes if has more than a light load. Thinks reason must be bus route but can not understand why the route was ever changed from Penn Lea Road - these roads are too narrow and it causes pot holes and obstruction.	Limited waiting Mon-Fri. Consider changing bus route, if bus route remains look at speed bumps, build car park at RUH, improve/include a park and ride service for RUH from Newbridge.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
South Lea Road	Objections, Need alternative solution why impact residents as much as RUH staff? Limited waiting would be better. Also concerns over num. 17 bus route as roads not wide enough, speed could be increased.	Limited waiting 2 hour no return Mon-Fri 9am to 5pm. Something along those lines.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
South Lea Road	Object, feels these are draconian measures. Residents will be unable to park or unload outside their home and may replace front lawns with concrete and paving slabs. Why not support RUH nursing and medical staff in parking we don't want them to leave the RUH. If anything just protect the corners and introduce limited waiting or resident parking.	combination of dyl and limited waiting. Or free resident parking.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
South Lea Road	Objection to no waiting at any time. Problems with bus routes etc. only happen at certain times of day and at certain pinch points. Could be addressed without just doing DyL especially as the buses don't operate on a Sunday.	Combination of dyl and limited waiting. * resident has marked up a plan with his ideas.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
South Lea Road	Object to DYL. If you need to prohibit some parking do it on one side between 10am and 4pm to allow residents a chance of parking whilst restricting the parking or those that use the hospital. Support prohibition of parking on corners. Need to stop parking on kerbs and blocking pavements. don't want to have to pave over garden to create spaces.	If anything, SYL Mon-Fir 10am to 4pm - yes to DYL on junctions		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
South Lea Road Page 208	Wants some restrictions and the DYL would solve many problems but also create some difficulties. RUH needs to address parking and stop expanding until it has that under control. The bus does get stopped and the corners do need protecting. However would be good if visitors could park at weekends and in evenings. Also would like DYI extended to cover entrance to his drive that goes onto burleigh gardens.	SYL restrictions in some areas, protect corners, extend DYL in one area.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
South Lea Road	Appreciate problems need addressing but DYL would be terrible for households. SYL, restricted times or resident parking.	Limited waiting / resident parking		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.



Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
South Lea Road	DYL too much, no problem outside working hours. Limited waiting better, same as Manor Park. RUH should be encouraged to be more pro-active to provide adequate parking.	SYL - Mon- Fri 10am to 4pm.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
South Lea Road	Object to DYL as will create problems for residents at evenings and weekends. No consultation other than notices on site. Adverse effect on house prices. Nice residential area that does not require restrictions.	SYL Mon- Fri 10-4pm.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
South Lea Road Page 209	Agree with DYL. The road is not wide enough for parking on both sides on several occasions the bus has had to be diverted. The bus is well used and a large number of people rely on it. Also people have started parking on the pavement causing obstruction to wheelchair and pushchairs and damage to surface.				1	Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
South Lea Road and others	DYL not necessary problem is only Mon-Fri 8.30 - 5pm. Little to no option left for tradesmen, deliveries, visitors etc. Not enough consultation with residents. Would affect house prices negatively.	Mon - Fri 10am to 4pm in areas designated on plan. Or Free resident parking like in Southlands. Would not want to pay to park in front of house. Re-route bus num. 17 as roads too narrow. Assist RUH by P&R service from newbridge. Need long term solution.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
South Lea/ East Lea and West Lea Roads	Object to DYL, accept that there is an on-going issue with 'overflow' parking Monday to Friday 8 - 5pm. Residents acknowledge role of RUH in Bath and the need staff to be able to gain reasonable access to work. Dyl would compress the problem, largely favour SYL but leave some unrestricted spaces. Not in favour of paid resident parking, would like free like in Southlands. Look at re-routing number 17 bus. Unhappy with short consultation period.	SYL, re-route bus, improve parking at RUH, free resident parking.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
Wesfield Park / Newbridge Road	Do not restrict traffic parking in Westfield Park it would encourage parking on the main road. No adequate provisions for residents and their visitors.	No restrictions here.	1			Noted. Proposal modified and reduced in length due to feedback as part of consultation.
West Lea Road	DYL over the top, far too restrictive to the residents and not ultimately solve the parking problem.	SYL restrictions and dyl on corners on bends only.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
West Lea Road	Too much DYL, needed on corners. No objection to RUH parking but does recognise bus route gets blocked. Suggest SYL in normal working days.	SYL at specific points - marked map. Mon-Fri 8am to 6pm.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
West Lea Road	Objection to DYL. Feels consultation was inadequate difficult for elderly to journey into Bath to see plans, why not on internet? Can't understand rationale, only thought is obstruction to bus route caused by some inconsiderate parking. Problem is top of West Lea where vehicles park on both sides, only weekdays.	SYL - Mon- Fri 10am to 4pm, move bus stop from outside 24 back to original position opposite the other bus stop.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
West Lea Road	Object to proposal as does not address the problem, would just detract from the environment and facilities of residents in this suburban road. Careless parking needs to be stopped not all parking, weekends and evenings are fine.	11am to 2pm on weekdays.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
West Lea Road and surrounds	Object to no waiting at any time. Too much of a restriction which would restrict visitors and devalue property. Would also increase speed of buses creating danger - no bus service on a Sunday.	single yellow lines Mon-Fri 9am to 4pm or 4 hour waiting time Mon-Fri.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
West Lea Road and surrounds	Object to double yellow line proposal. Feels let down no real consultation feels trying to bring in by stealth. Proposal restrict residents, friends and family. Would speed up buses which use route. Negative effect to house prices.	single yellow line or resident parking. Also suggest looking at location of bus stop put back to top of road rather than outside num. 24 where blockages occur.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
West Lea Road and surrounds	Does not want DYL. Residential area that has been turned into a staff car park, other restrictions, such as in Manor Park work well,	Limited waiting - 11.30 to 1.30 each day perhaps, out-patients and visitors can park, stop staff parking all day and parking dangerously.		1		Noted. Restrictions will recommended to be modified to reduce to SYL 10am till 4 pm Monday to Friday in response to public feedback apart from junction protection areas.
Westfield Park	Object to proposal. Restricting parking for residents would serve as a menace and cause anxiety and concern. Quite cul de sac with limited parking. Only place for Dyl is the corner of Newbridge Road to allow visibility.	Protect junction only	1			Noted. Proposal modified and reduced in length due to feedback as part of consultation.
Westfield Park	Object to 16 metres of DYL - take away valuable parking where there is no problem. Does not feel there is a problem a junction either, only when a bus is there.		1			Noted. Proposal modified and reduced in length due to feedback as part of consultation.
Westfield Park	No lines needed here at all - lived here for over forty years and there has never been an accident or problem. Only vehicle which causes problem is the bus. Westfield park is a cul-de-sac so not a lot of traffic uses it. Also why not Home Lea Park West, why make an acception of Westfield park.	Do Nothing	1			Noted. Proposal modified and reduced in length due to feedback as part of consultation.
Westfield Park	yes to lines on junction but think the length is too long. 4 metres would be preferable.	Shorten length of line.		1		Noted. Proposal modified and reduced in length due to feedback as part of consultation.
Westfield Park	Object to proposals, deplore lack of consultation.	Short stretch only - don't take away so many spaces.		1		Noted. Proposal modified and reduced in length due to feedback as part of consultation.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
Westfield Park / Newbridge Road	Do not restrict traffic parking in Westfield Park it would encourage parking on the main road.	No restrictions here.	1			Noted. Proposal modified and reduced in length due to feedback as part of consultation.
Westfield Park / Newbridge Road	does not address problem just removes valuable spaces. The existing parking and 'island's for the bus stops pushes the flow of traffic into the middle of the road providing good visibility when coming out of Westfield Park. No benefit	Do Nothing	1			Noted. Proposal modified and reduced in length due to feedback as part of consultation.
Westfield Park / Newbridge Road	Object to 16 metres - feels some is needed, 4 metres, would be more sensible. Too many spaces will be lost.	reduce proposed length		1		Noted. Proposal modified and reduced in length due to feedback as part of consultation.
Westfield Park and Newbridge Road	DYL would help visibility the junction is often obscured.				1	Noted. Proposal modified and reduced in length due to feedback as part of consultation.
Weston Park	No restrictions required. Road is wide and although RUH staff park there it does not pose a problem. Street is clear when people come home from work. Weston Road though is narrow and should be considered for restrictions.		1			Noted. However, it is considered that the changes will improve road safety for all users and therefore should be implemented as advertised.

Proposal	Comments Raised	Alternative Suggestions	Object	Object/ Altern.	Support	Comments
Luckland Road (arrived after consult period closed)	Object to SYL - feels SYL and DYL are seen as a solution as they are easier to enforce. Would like a restriction but a limited waiting - 2 hour not return 4 hour . This would stop all the parking just being displaced and be beneficial to residents and visitors.	2 hour no return 4 hour and consult with Purlwent Drive who will get the displaced parking.		1		Noted.
Penn Lea Road	No comment on proposals but feels there should be some measures on the Southern end of Pen Lea Road	some keep clear markings to protect drives at southern end.		1		Noted. Any further changes would need to be advertised separately.

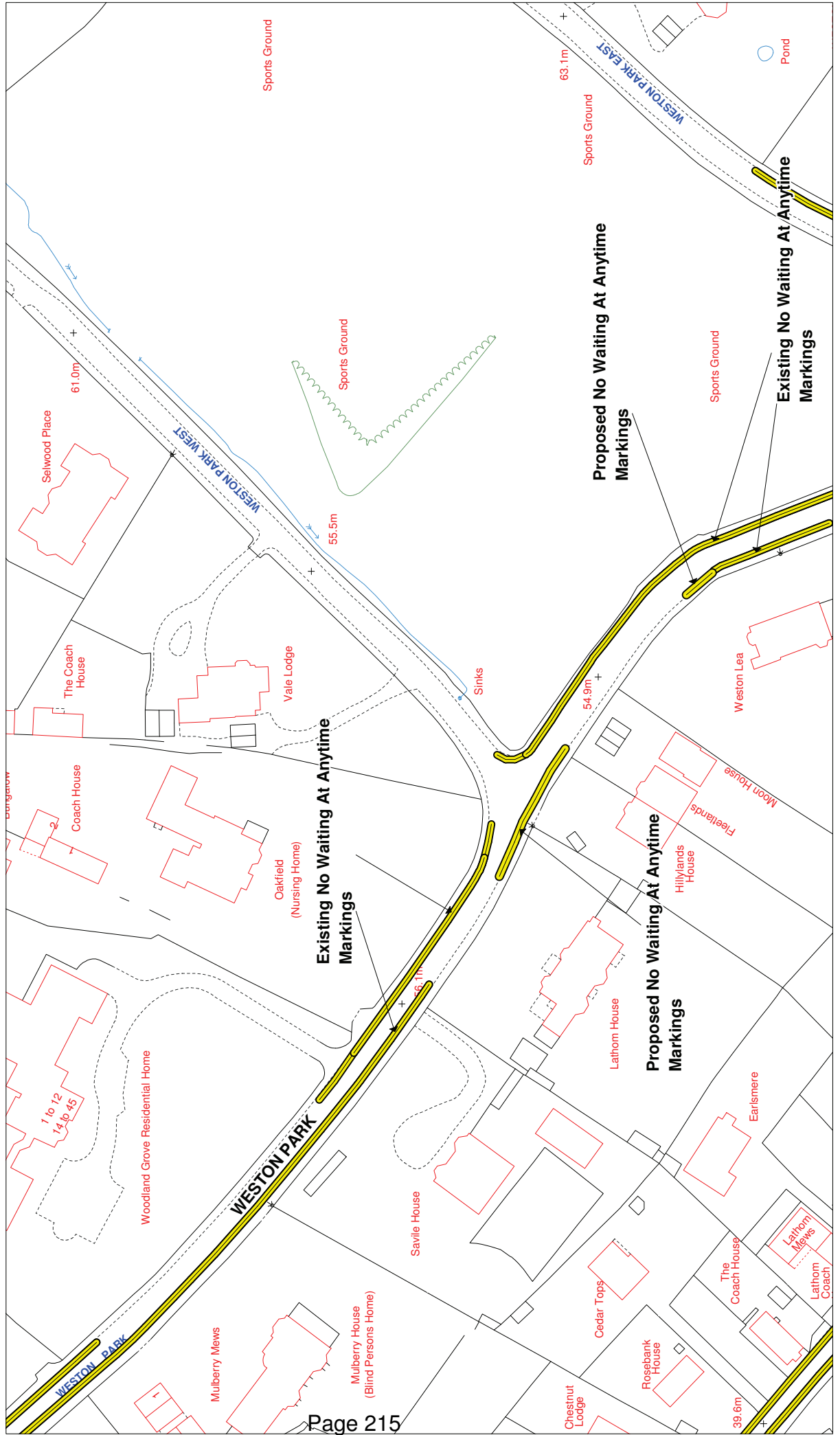
# Weston Park, Weston

## Proposed No Waiting At Anytime

Compiled by on 22 July 2011

Scale 1:1250

Bath & North East Somerset Council  
Riverside  
Temple Street  
Keynsham  
Bristol BS31 1LA  
Tel 01225 477000



# Apsley Road

## Newbridge & Weston TRO Suggestions

Compiled by KG on 1 March 2012

Scale 1:1250



Bath & North East Somerset Council  
Riverside  
Temple Street  
Keynsham  
Bristol BS31 1LA  
Tel 01225 477000





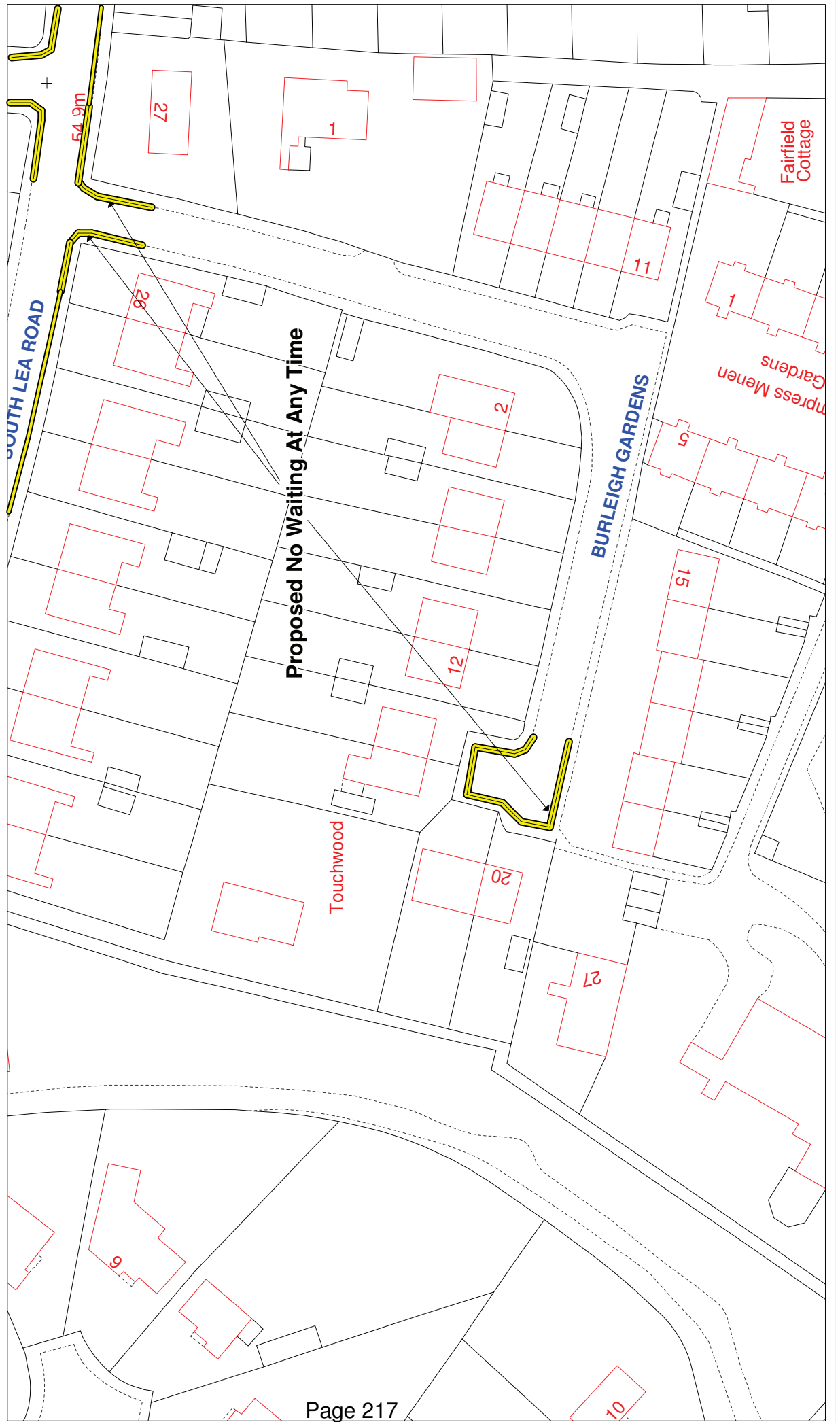
# Burleigh Gardens

## Suggested Proposed No Waiting At Any Time

Compiled by KG on 1 March 2012

Scale 1:750

Bath & North East Somerset Council  
Riverside  
Temple Street  
Keynsham  
Bristol BS31 1LA  
Tel 01225 477000



# Cedric Road

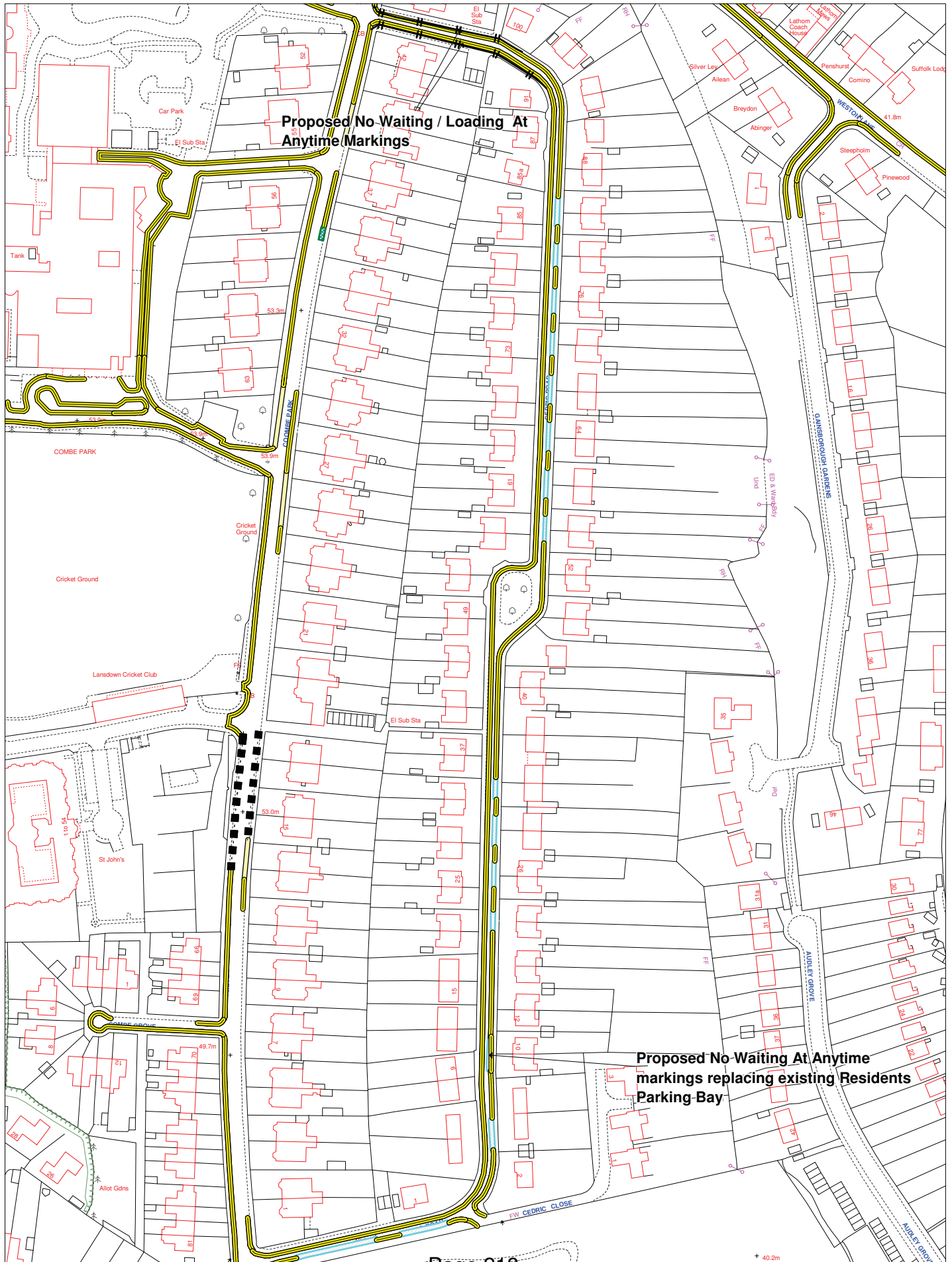
## Proposed Restrictions

Compiled by KG on 31 August 2011

Scale 1:1500



Bath & North East Somerset Council  
Riverside, Temple Street,  
Keynsham,  
Bristol, BS31 1LA  
Tel 01225 477000



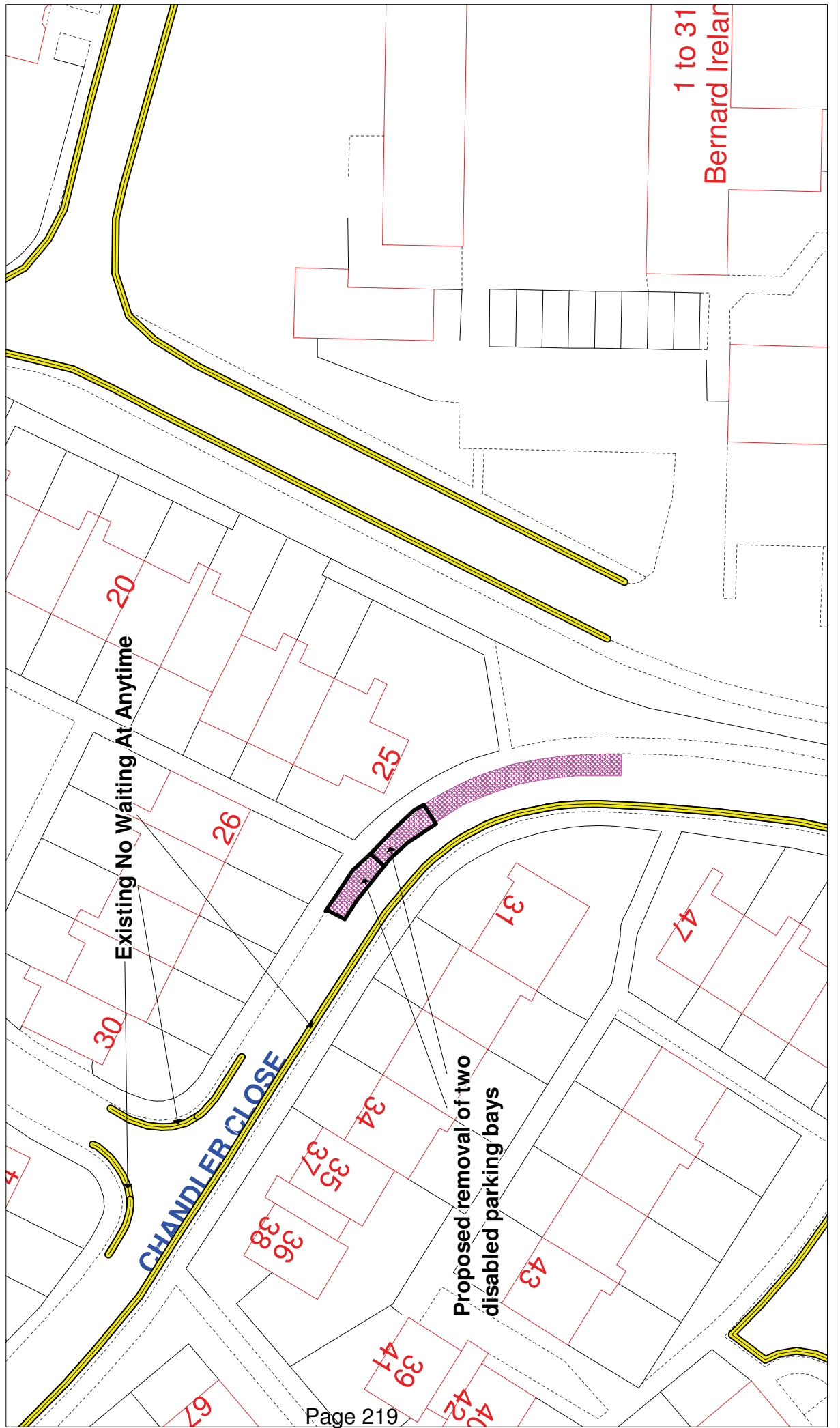
# Chandler Close

## Proposed Removal of Two Disabled Bays

Compiled by on 12 August 2011

Scale 1:500

Bath & North East Somerset Council  
Riverside  
Temple Street  
Keynsham  
Bristol BS31 1LA  
Tel 01225 477000



# Chelsea Road

## Proposed Waiting Restrictions

Compiled by KG on 1 September 2011

Scale 1:750



Bath & North East Somerset Council  
Riverside  
Temple Street  
Keynsham  
Bristol BS31 1LA  
Tel 01225 477000





# East Lea Road

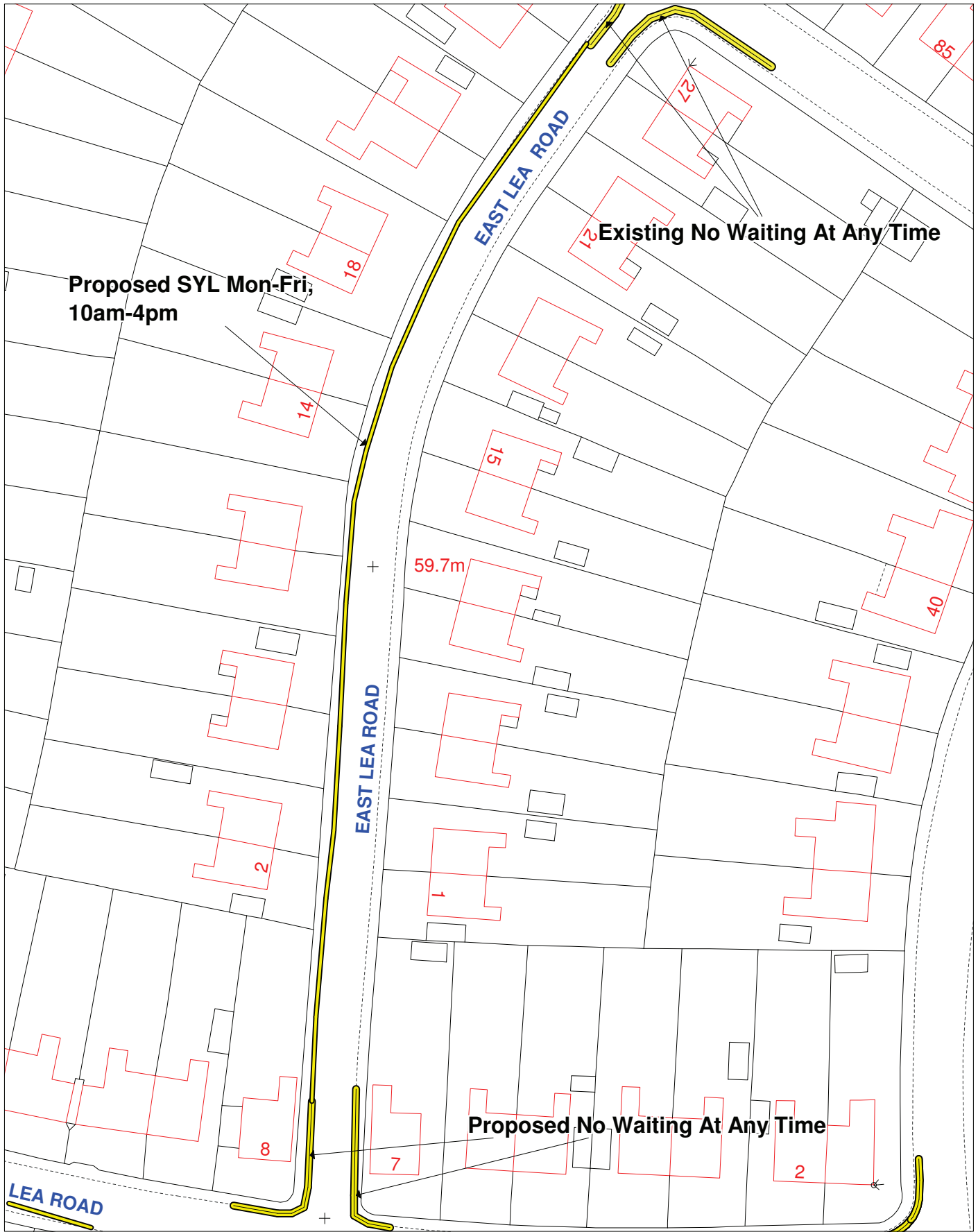
## Suggestions - Newbridge & Weston Proposals

Compiled by KG on 2 March 2012

Scale 1:750



Bath & North East Somerset Council  
Riverside  
Temple Street  
Keynsham  
Bristol BS31 1LA  
Tel 01225 477000



# Manor Road, Weston

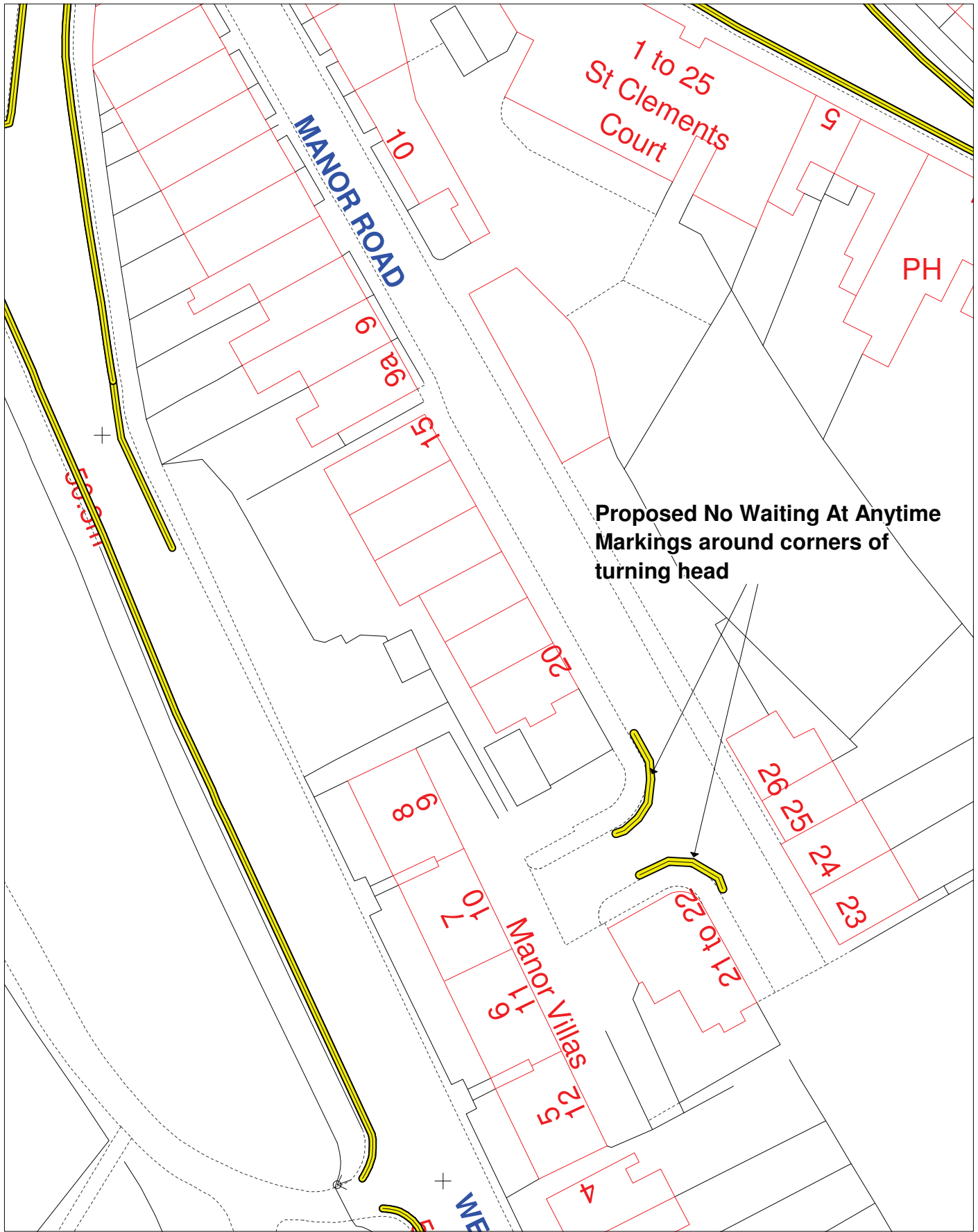
## Proposed No Waiting At Anytime

Compiled by KG on 1 September 2011

Scale 1:500



Bath & North East Somerset Council  
Riverside  
Temple Street  
Keynsham  
Bristol BS31 1LA  
Tel 01225 477000



# Meadow Gardens

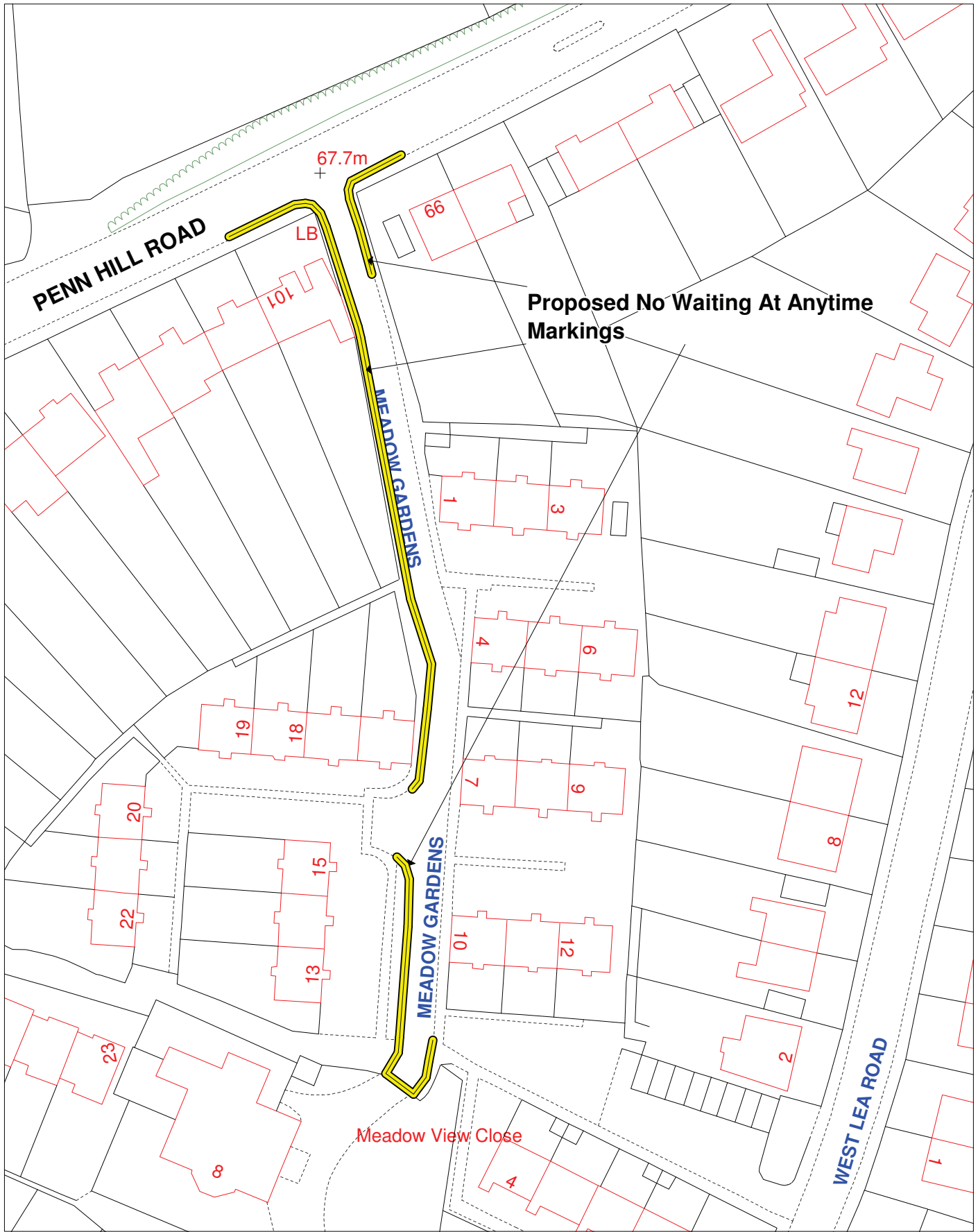
## Proposed No Waiting At Anytime

Compiled by on 26 July 2011

Scale 1:750



Bath & North East Somerset Council  
Riverside  
Temple Street  
Keynsham  
Bristol BS31 1LA  
Tel 01225 477000



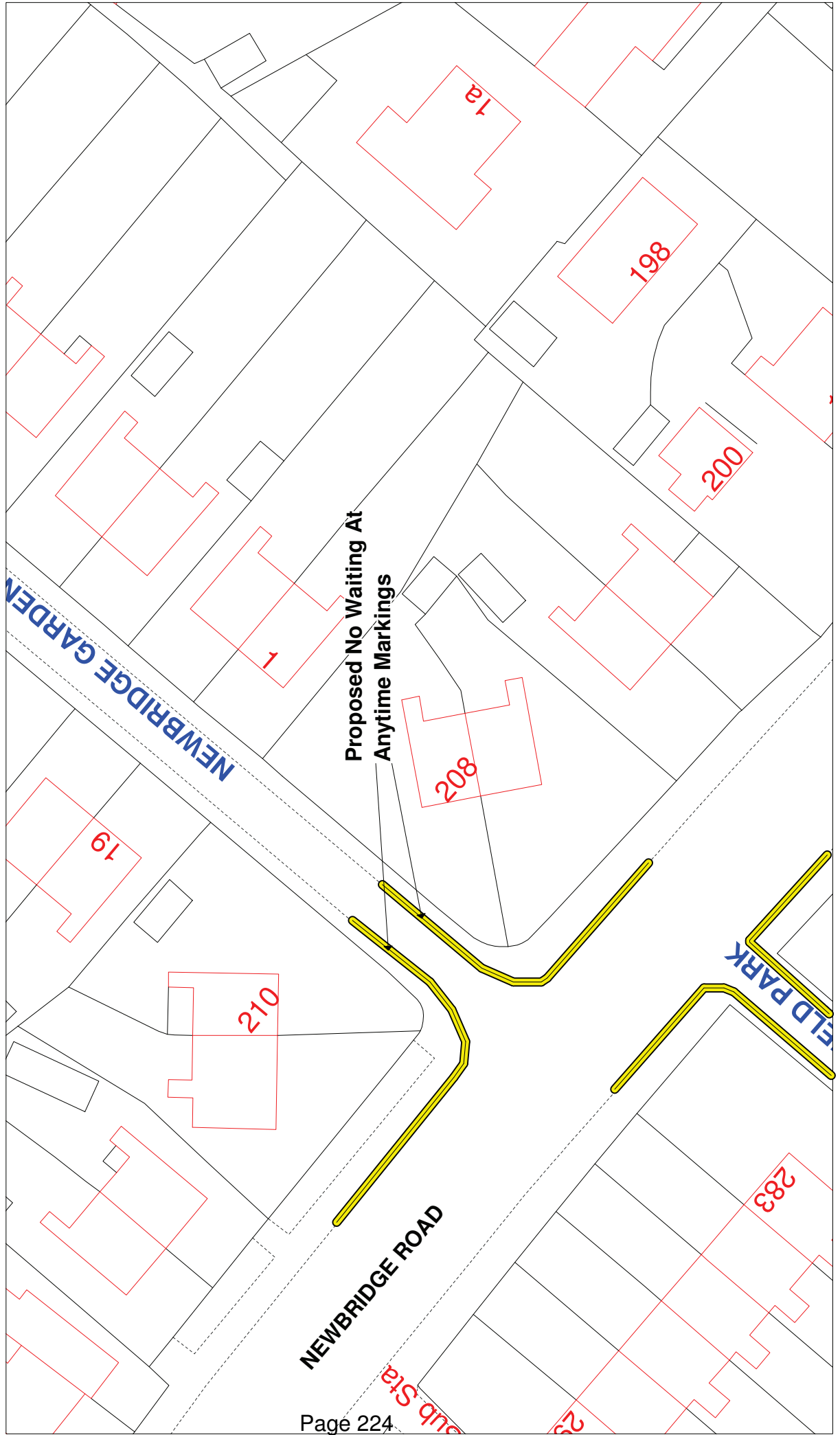
# Newbridge Gardens

## Proposed No Waiting At Anytime

Compiled by on 26 July 2011

Scale 1:500

Bath & North East Somerset Council  
Riverside  
Temple Street  
Keynsham  
Bristol BS31 1LA  
Tel 01225 477000





# Partis Way

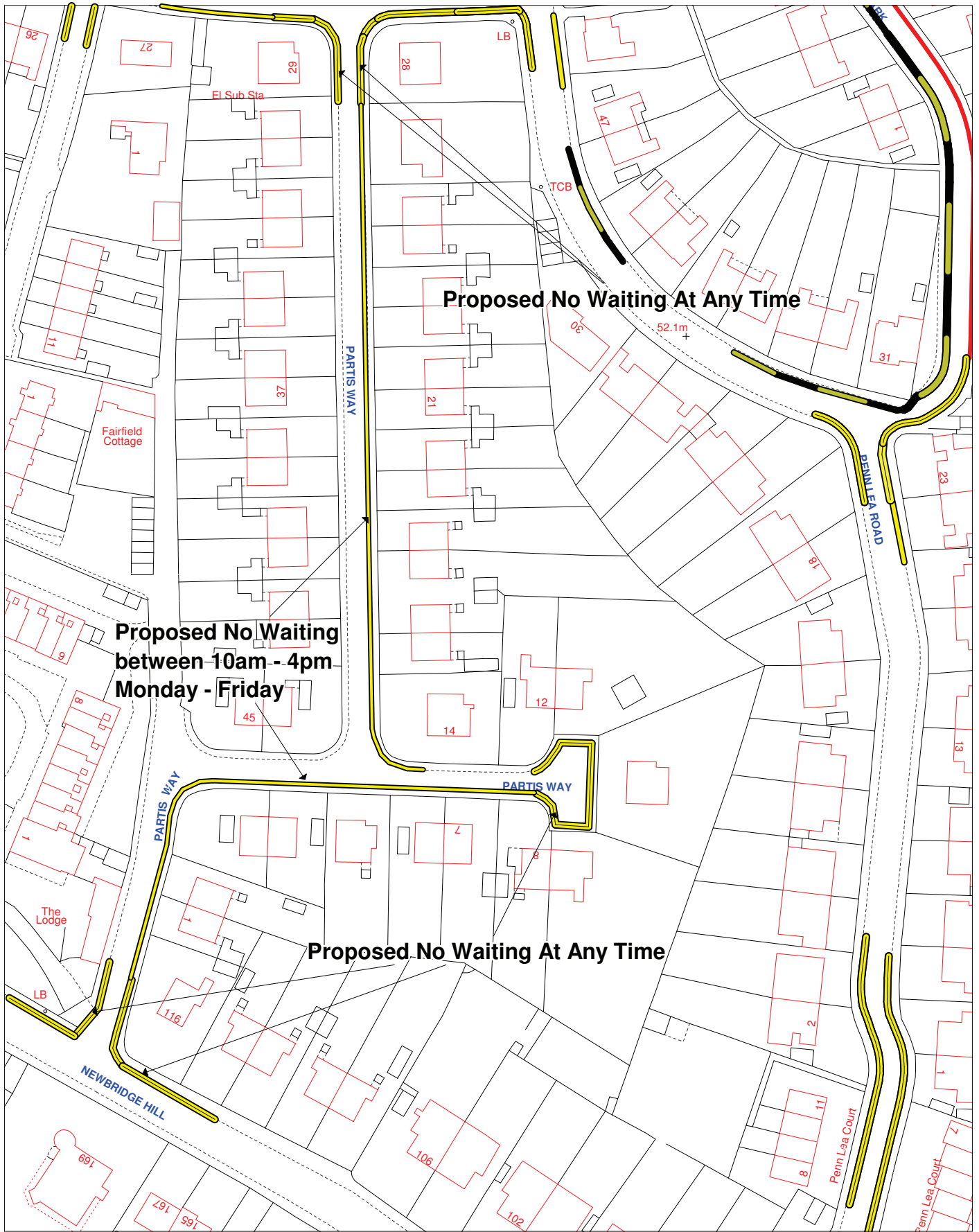
## Newbridge & Weston TRO Suggestions

Compiled by KG on 1 March 2012

Scale 1:1250



Bath & North East Somerset Council  
Riverside  
Temple Street  
Keynsham  
Bristol BS31 1LA  
Tel 01225 477000



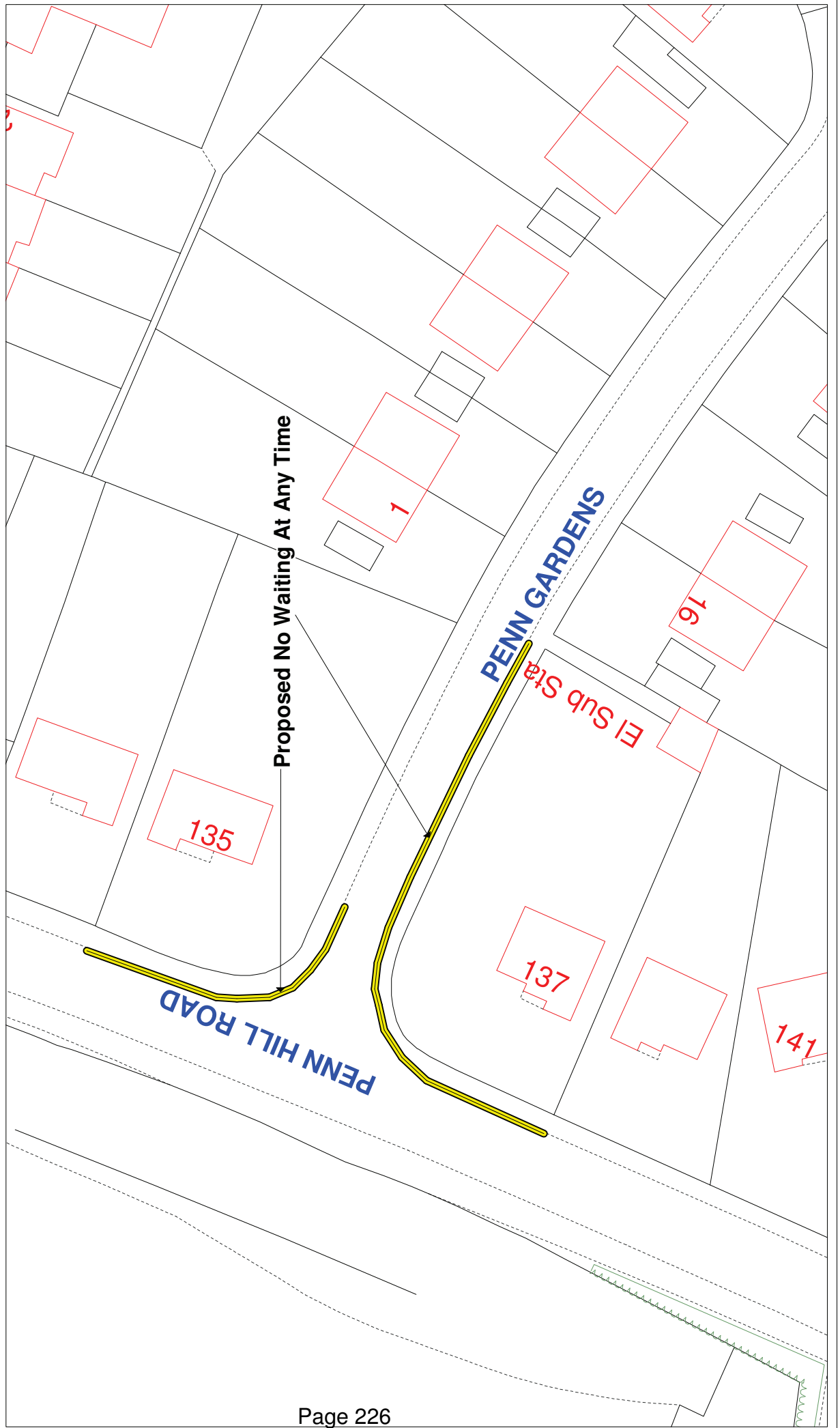
# Penn Gardens

## Suggestions Newbridge & Weston TRO

Compiled by KG on 1 March 2012

Scale 1:500

Bath & North East Somerset Council  
Riverside  
Temple Street  
Keynsham  
Bristol BS31 1LA  
Tel 01225 477000



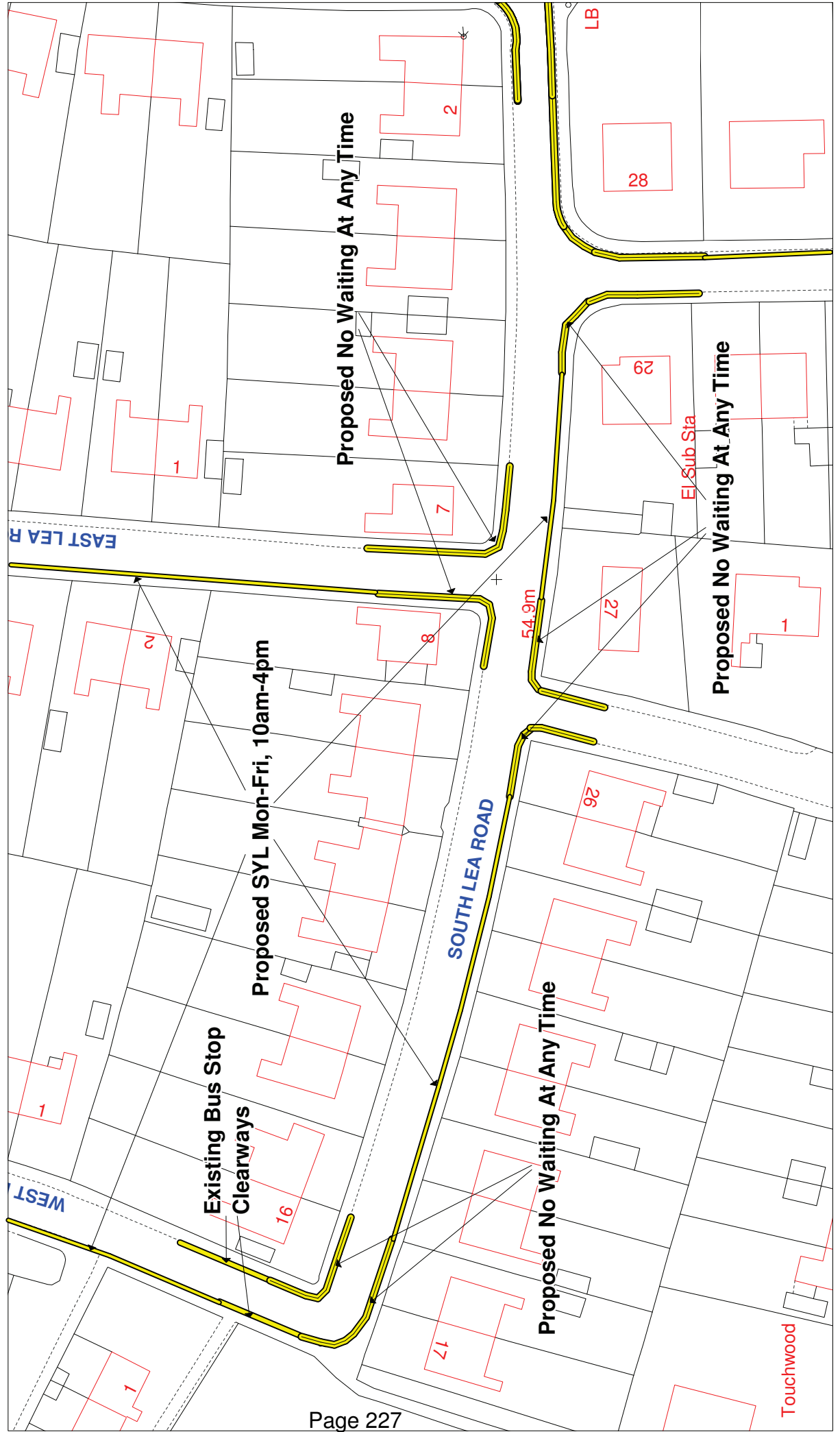
# South Lea Road

## Suggestions - Newbridge & Weston TRO

Compiled by KG on 2 March 2012

Scale 1:750

Bath & North East Somerset Council  
Riverside  
Temple Street  
Keynsham  
Bristol BS31 1LA  
Tel 01225 477000



# West Lea Road

## Suggestions - Newbridge & Weston Proposals

Compiled by KG on 2 March 2012

Scale 1:1000



Bath & North East Somerset Council  
Riverside  
Temple Street  
Keynsham  
Bristol BS31 1LA  
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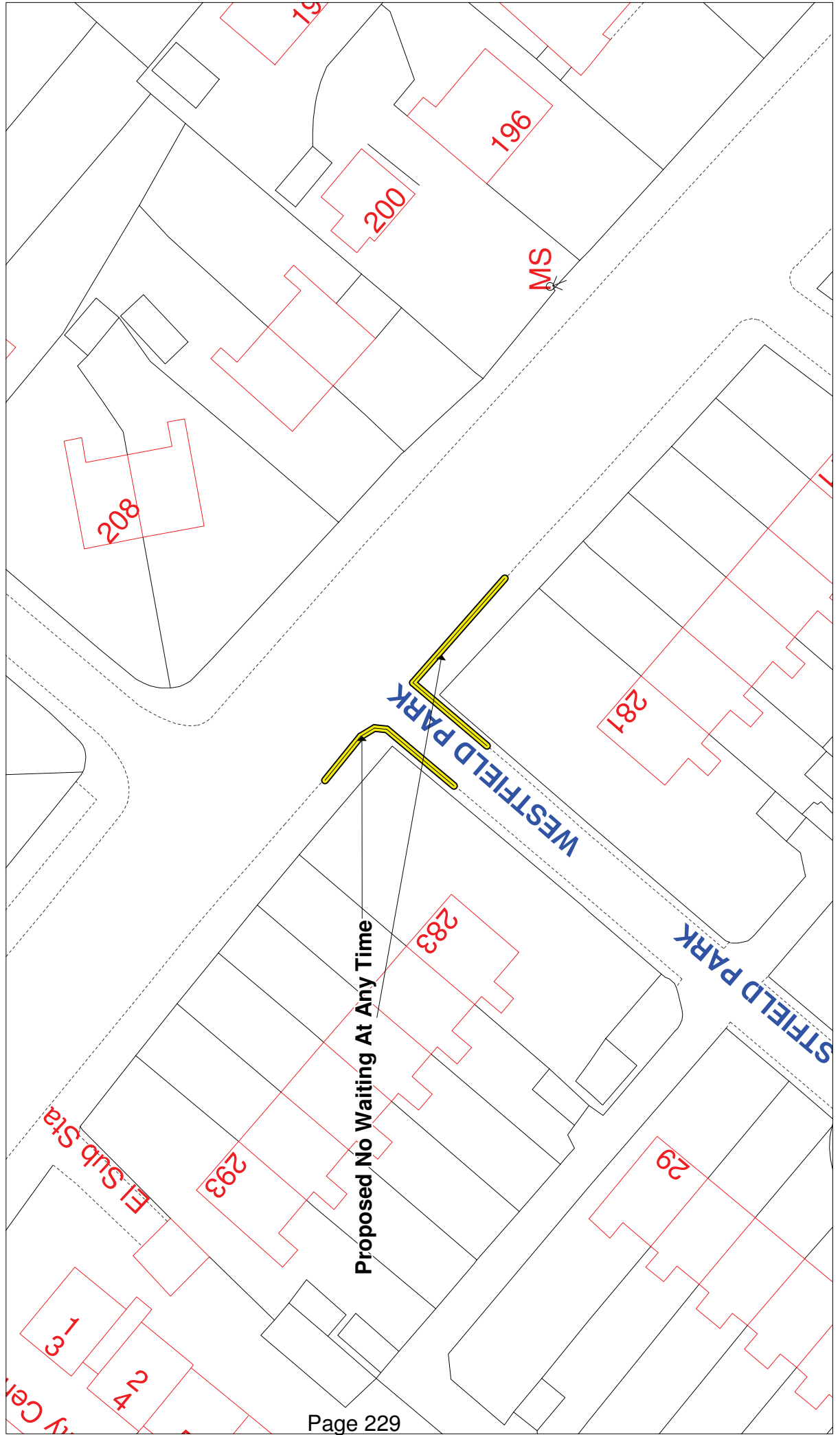
# Westfield Park

## Suggestions - Newbridge & Weston TRO

Compiled by KG on 2 March 2012

Scale 1:500

Bath & North East Somerset Council  
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Keynsham  
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