

Democratic Services

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Date: 29th April 2013

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To: All Members of the Planning, Transport and Environment Policy Development and Scrutiny Panel

Councillor Marie Longstaff

Councillor Ben Stevens (substitute for Caroline Roberts)

Councillor Geoff Ward

Councillor Ian Gilchrist

Councillor David Martin

Councillor Douglas Nicol

Councillor Liz Richardson

Chief Executive and other appropriate officers
Press and Public

Dear Member

Planning, Transport and Environment Policy Development and Scrutiny Panel: Tuesday, 7th May, 2013

You are invited to attend a meeting of the **Planning, Transport and Environment Policy Development and Scrutiny Panel**, to be held on **Tuesday, 7th May, 2013 at 9.30 am** in the **Council Chamber - Guildhall, Bath**.

The agenda is set out overleaf.

Yours sincerely



Mark Durnford
for Chief Executive

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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 Mark Durnford who is available by telephoning Bath 01225 394458 or by calling at The Guildhall, Bath (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 be received in Democratic Services by 4.30pm the previous Friday)

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 be received in Democratic Services by 4.30pm the previous Friday). 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 Mark Durnford 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 Mark Durnford 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**

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**Planning, Transport and Environment Policy Development and Scrutiny Panel - Tuesday,
7th May, 2013**

at 9.30 am 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 AND SUBSTITUTIONS

4. DECLARATIONS OF INTEREST

At this point in the meeting declarations of interest are received from Members in any of the agenda items under consideration at the meeting. Members are asked to indicate:

(a) The agenda item number in which they have an interest to declare.

(b) The nature of their interest.

(c) Whether their interest is **a disclosable pecuniary interest** or **an other interest**,
(as defined in Part 2, A and B of the Code of Conduct and Rules for Registration of Interests)

Any Member who needs to clarify any matters relating to the declaration of interests is recommended to seek advice from the Council's Monitoring Officer before the meeting to expedite dealing with the item during the meeting.

5. TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

6. ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE DEPUTATIONS, STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF THIS MEETING

At the time of publication no notifications had been received.

7. MINUTES - 15TH JANUARY 2013 (Pages 5 - 16)

8. BUS PRIORITY MEASURES IN DORCHESTER ST, MANVERS ST AND PIERREPOINT ST., BATH (Pages 17 - 56)

This report sets out the call-in by 13 Councillors of a Cabinet decision relating to the decision about bus priority measures in Dorchester St, Manvers St and Pierrepoint St, Bath. The role of the Panel is to consider the issues raised by the call-in and to determine its response.

9. CABINET MEMBER UPDATE

The Cabinet Member(s) will update the Panel on any relevant issues. Panel members may ask questions.

10. PLACEMAKING PLAN LAUNCH DOCUMENT (Pages 57 - 140)

The purpose of the Placemaking Plan is to facilitate the delivery of key development sites and in a way that meets community aspirations. The Placemaking Plan will complement the strategic framework in the Core Strategy by setting out detailed proposals for identified development sites including the new urban extensions proposed in the Core Strategy.

11. COMMERCIAL WASTE COLLECTION - SINGLE INQUIRY DAY UPDATE (Pages 141 - 144)

This report is an update on the recommendations from the Commercial Waste Collection Overview and Scrutiny Single Inquiry Day held in 2011.

12. FLOOD AND DRAINAGE MANAGEMENT - FLOOD & WATER ACT

The Panel will receive a presentation on this item from the Divisional Director for Environmental Services.

13. PANEL WORKPLAN (Pages 145 - 152)

This report presents the latest workplan for the Panel (Appendix 1).

The Committee Administrator for this meeting is Mark Durnford who can be contacted on 01225 394458.

BATH AND NORTH EAST SOMERSET COUNCIL

PLANNING, TRANSPORT AND ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL

Tuesday 15th January, 2013

Present:- Councillors Marie Longstaff (Chair), Caroline Roberts (Vice-Chair), Geoff Ward, Ian Gilchrist, David Martin, Douglas Nicol and Liz Richardson

Cabinet Member for Homes & Planning: Councillor Tim Ball
Cabinet Member for Transport: Councillor Roger Symonds

Also in attendance: Simon De Beer (Policy & Environment Manager), Peter Dawson (Group Manager for Planning Policy & Transport), Cathryn Humphries (Neighbourhood Environment Manager), Aled Williams (Environmental Protection Manager) and Kelvin Packer (Service Manager for Highways & Parking)

79 WELCOME AND INTRODUCTIONS

The Chairman welcomed everyone to the meeting.

80 EMERGENCY EVACUATION PROCEDURE

The Chairman drew attention to the emergency evacuation procedure.

81 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

There were none.

82 DECLARATIONS OF INTEREST UNDER THE LOCAL GOVERNMENT ACT 1972

There were none.

83 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN

There was none.

84 ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE DEPUTATIONS, STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF THIS MEETING

Mr George Bailey had submitted two questions to the Panel. They are set out below.

Question 1:

Firstly, a brief history:

May 2012: Report is completed and available to this Council.

August 30th 2012: Three of us met Cllr. Roger Symonds to discuss it, but heard nothing.

October 10th 2012: Statement made to Cabinet, but only response received is that it will be discussed at the Cabinet meeting in early December.

November 13th 2012: Requested confirmation that it would be discussed in December and it was agreed.

December 5th 2012: Cabinet did not discuss the Report

Please confirm that the Report will be discussed tomorrow at Cabinet and that the objections to the methods will be answered.

Question 2:

In November, Paul Crossley, Leader of this Council, declared that he would also lead Norton Radstock Regeneration as a Director. This results in him being a Director of an organization which will soon be applying for Planning Permission as well as leading the Council, which can agree or deny that permission.

I therefore contend that this represents a conflict of interest and look forward to receiving a clarification from this Committee.

Mr Bailey added that with regard to question one, Councillor Roger Symonds, Cabinet Member for Transport had indicated to him just prior to the meeting that the item was on the Cabinet agenda and saw no reason why at this stage it would be removed.

The Chairman replied that the questions had been sent to the Divisional Director for Planning and Transport and the Council's Monitoring Officer and that Mr Bailey should expect to receive a written response within five working days of the meeting.

The Chairman invited Councillor Gerry Curran to speak in his role as Chairman of the Development Control Committee with regard to question two.

Councillor Curran commented that when Councillors have previously submitted applications, either on a personal or professional basis, they are always judged openly and with full accountability.

The Chairman announced that the Panel had also received a written statement from David Redgewell regarding the cuts to Transport Services in Bristol, B&NES, South Gloucestershire and North Somerset and a briefing paper from him on Realising the Potential of Greater Bristol's Railways. She said that she would discuss these matters with Cabinet Member and the Vice-Chair of the Panel prior to her next agenda planning meeting.

85 MINUTES: 13TH NOVEMBER 2012

The Panel confirmed the minutes of the previous meeting as a true record and they were duly signed by the Chairman.

86 CABINET MEMBER UPDATE

Councillor Tim Ball, Cabinet Member for Homes & Planning addressed the Panel. He stated that his main focus at the present time was on the Core Strategy and was working towards Council considering a revised report in February or March 2013.

He wished to praise the work of all the officers concerned with the Core Strategy and he thanked the Cross-Party Working Group for all of their involvement so far.

He added that as a result of the focus on the Core Strategy, work associated with the Gypsy & Traveller sites had been put on hold. He said he was however aware that an application was being prepared for the site on the Lower Bristol Road.

Councillor Geoff Ward asked if any comment could be given regarding HMO Licensing and Article 4.

Councillor Ball replied only to say that both matters were on-going.

Councillor Roger Symonds, Cabinet Member for Transport addressed the Panel. He stated that with regard to the issue of 20mph zones that the majority of the public who responded in Midsomer Norton did not want them. The public within Queen Charlton however would their area to be moved up the list if at all possible.

He also advised the Panel that an application had been submitted for a further 250 spaces at the Newbridge Park & Ride site. He also posed the query of how the Council could encourage more visitors to use the Odd Down Park & Ride site.

The Chairman on behalf of the Panel thanked them both for their updates.

87 URBAN GULLS

The Neighbourhood Environment Manager and the Environmental Protection Manager gave a presentation to the Panel on this item. A summary is set out below.

No magic wand: There is no simple solution to the gull issue. The impacts of urban gulls are felt up and down the country and local authorities are using a range of methods to try and mitigate the problem. In the absence of dedicated research we have no guarantee that the methods have a long-term impact so there is a need to use public funds prudently.

The facts – 2012: The Bath gull colony was made up of 1108 breeding pairs and had grown by 5.8% since 2011- the lowest rate of growth since 1998.

The Keynsham colony had grown from 12 breeding pairs to 46 breeding pairs (4x increase).

The MSN/Radstock colony had grown from 16 breeding pairs to 85 breeding pairs (x5 increase).

The conundrum... Rural colonies are in decline but urban colonies are thriving. They have an easy food source inland and the landscape of the city is welcoming for them to live in.

Culling? The issues to consider: Legal / Practical / Public relations

The Herring Gull is included in the UK list of priority species and habitats by DEFRA (Department for Environment, Food & Rural Affairs).

What benefit would actually be achieved?

Our existing intervention methods: A bird of prey has been flown for at least 5 years together with handler playing gull distress calls. This is an attempt to deter birds from securing territories. We have mixed evidence as to how effective this is.

Replace real eggs with dummy eggs (54 eggs were replaced last year, negligible further egg laying).

Attend regional meetings on gulls.

Waste bag trial for domestic refuse – This has been a success in New King Street and the programme is set to expand.

Trade waste – The amount of notices served on businesses for leaving their waste out for too long has doubled in the last year.

The Council has no statutory duty with respect to gulls

An uncertain future... A co-ordinated strategy? / National research? / B&NES Council MTSRP?

The MP for Bath, Don Foster has approached the Business Improvement District to discuss how funding could be raised to carry out some dedicated research.

In the current Medium Term Service and Resource Plan (MTSRP) there is a proposal to reduce / delete part of the Pest Control Service and this would obviously have an impact on what the Council could do.

The Chairman commented that she felt that this was a serious problem for the Council and suggested working with neighbouring authorities to attempt to tackle the problem.

The Environmental Protection Manager replied that they do work with the Severn Estuary Group and are aware how much the gulls feed at the landfill sites in Emersons Green and Gloucester

The Neighbourhood Environment Manager said that a figure of £400,000 - £500,000 would be required to fund the dedicated research project and that through large companies such as supermarkets funding partners would need to be identified.

Councillor Geoff Ward commented that he felt that the gulls were a noise nuisance for visitors and residents and that their feathers and droppings were a health concern. He called for the need of a co-ordinated plan and stated that closure of any part of the Pest Control Service would be detrimental to the Council. He added that he commended the new refuse bags and bins within the City.

The Neighbourhood Environment Manager replied that the Council was doing all it practically could to make property owners aware of the situation. She added that the majority of businesses do not see it as their problem to solve.

Councillor Liz Richardson commented that food recycling appears to be very well done within B&NES and asked why so much food was available to them in Gloucester.

The Environmental Protection Manager replied that the birds are very clever and know exactly when to feed at the site. He added that Gloucester may need to change their policy on landfill in some way.

Councillor Caroline Roberts also welcomed the success of the new refuse bags and asked if they had had any effect on the time / cost of collections.

The Environmental Protection Manager replied that he had no data to hand on that matter but felt it would be fairly comparable in terms of cost and time.

Councillor Douglas Nicol asked if the bags truly were robust enough.

The Environmental Protection Manager replied that they were proving to be very scavenger resistant and that the true test would be during the gull's breeding season.

Councillor David Martin asked who would arrange the communication to the public on the expansion of the refuse bag scheme.

The Neighbourhood Environment Manager replied that Waste Services would be handling the expansion of the scheme and advising on where to store food waste.

Councillor Gerry Curran addressed the Panel. He commented that stopping the gull's access to food would be key and called for further controls on the disposal of commercial food waste. He also suggested that the egg replacement programme should be further resourced.

The Environmental Protection Manager thanked Councillor Curran for his comments but explained that egg replacement is a chargeable service and therefore relies on property owners or businesses requesting the service.

The Chairman thanked the officers for their presentation and suggested an update be given to either the May or July Panel meeting.

88 CORE STRATEGY UPDATE

The Policy & Environment Manager introduced this item to the Panel. He explained that the Core Strategy examination had been suspended in response to concerns raised by the Inspector primarily about the sufficiency of the District's housing land supply. This enabled the Council to undertake further work on the Core Strategy including a review of the District's housing need. The review is underway and will lead to changes to the Core Strategy to be considered by Council in February or March 2013.

The Chairman asked if the National Planning Policy Framework (NPPF) housing requirement assessment had been concluded.

The Policy & Environment Manager replied that it was not complete yet. He added that a number of factors remained under revision, these included Economic Growth, Retirement and Student Growth.

The Chairman asked if the Council could have foreseen this problem any earlier.

The Policy & Environment Manager replied that the NPPF amendments were made during the initial Inspector's hearing. He added that the Inspector had given a prior warning regarding the use of Brownfield sites in mid-2010 prior to the January 2011 hearing.

The Chairman invited Peter Duppa-Miller to address the Panel.

Mr Duppa-Miller commented that he was very grateful to the officers for visiting the Parishes this month. He asked if the review of the Strategic Housing Market Assessment (SHMA) was for B&NES only.

The Policy & Environment Manager replied that it was.

Councillor Caroline Roberts asked if the Bath Rapid Transit (BRT) would be removed from the strategy.

The Policy & Environment Manager replied that it would.

Councillor David Martin asked if the timescale for adoption within the report was achievable and how much the Core Strategy process had cost the Council so far.

The Policy & Environment Manager replied that he felt the timescale for adoption was achievable. He added that he could not give an answer at this point regarding the cost of the process, but would attempt to respond to the Panel after the meeting.

Councillor Dave Laming addressed the Panel. He asked for the word 'homes' to be used instead of 'houses' when discussing this matter as mobile homes, residential moorings and apartments were now eligible for the New Homes Bonus.

Councillor Geoff Ward wished to commend the work of the officers and the Local Development Framework (LDF) Steering Group. He added that he was surprised that the formula for home numbers had not been completed and asked for the Green Belt to be protected as much as possible.

The Chairman on behalf of the Panel thanked the Policy & Environment Manager for the update.

89 GYPSY & TRAVELLER SITES UPDATE

The Policy & Environment Manager introduced this item to the Panel. He informed them that the LDF Steering Group had agreed that, particularly in light of the need to focus on the Core Strategy, the timetable for progressing this work had been extended. It was now anticipated that the 'stock take' report would be presented to Cabinet in May 2013.

Councillor Liz Richardson asked for clarification of why there was a figure of £1.8m in the budget for this work last year.

The Policy & Environment Manager replied that the figure was for site implementation.

Councillor Geoff Ward commented that this matter had first appeared on a Panel agenda in November 2011. He asked how much money had been spent on the project so far.

The Policy & Environment Manager replied that he could not give an answer at this point regarding the cost of the project, but would attempt to respond to the Panel after the meeting.

Councillor Tim Ball, Cabinet Member for Homes & Planning addressed the Panel. He commented that this matter had been snubbed by many of the previous ruling parties and that he would work with the LDF Steering Group in order to find appropriate sites. He added that he was hopeful that when the public see the development at the Lower Bristol Road the matter will be received more favourably.

The Chairman on behalf of the Panel thanked the Policy & Environment Manager for the update.

90 PLACEMAKING PLAN UPDATE

The Policy & Environment Manager introduced this item to the Panel. He explained that the Placemaking Plan complements the Council's Core Strategy by setting out the development aspirations and the planning requirements for the delivery of key development sites, and updating and reviewing the planning policies used in the determination of planning applications.

He added that for communities, including Parish and Town Councils, engagement in the Placemaking Plan will be a less onerous process than producing their own Neighbourhood Plans, whilst still achieving similar outcomes. For the Council, it will enable a better use of its resources, and ensure comprehensive District wide coverage of planning policy. The Planning Policy team have already been working with the Parish and Town Councils towards this end, with a second workshop planned for 2nd February 2013.

He said that a report on the matter was due to be discussed at the March Cabinet meeting.

The Chairman asked if the Panel could receive a report prior to the Cabinet meeting.

The Policy & Environment Manager replied that they could.

Mr Peter Duppa-Miller commented that the Local Councils Association recognised the need to work together on this matter.

Councillor David Martin asked as Bath is not a Parish how would it become engaged in the process.

The Policy & Environment Manager replied that he was not able to answer that at the present time.

Councillor Dave Laming commented that he hoped the Plan would be flexible enough to accommodate proposals from the Rivers Trust Board.

The Panel **RESOLVED** to note the report and the proposed timetable for the different phases of the Placemaking Plan. It also requested a report be written for its March meeting so that it could address the matter further prior to the Cabinet meeting.

91 BATH TRANSPORT CONFERENCE OUTCOMES

The Group Manager for Planning Policy & Transport introduced this item to the Panel. He spoke of how there was a recognised need for a clear and succinct articulation of what the Council's Transport Strategy should be for Bath and that the strategy was key to delivering economic growth and sustainable development as set out in the Councils Draft Core Strategy.

He added that the Council has a very good record in delivering many elements of transport policy, although there are some outstanding issues that need to be

addressed. The controlled parking zones in the city have been key elements in reducing traffic and supporting the Council's very successful Park and Ride offer. The implementation of the Bath Transport Package will significantly increase the amount of spaces available for Park and Ride service. The continued investment in local bus facilities through the Greater Bristol Bus Network major scheme and now the Bath Package will support the continued increase in bus patronage. While the improvements to local rail services through the new Franchise for Great Western Railways and with electrification of the mainline improvement will support the continued growth in rail use into and out of the city.

He commented that some elements of the Bath Strategy had yet to be finalised or solutions identified. These being, the need for a Park and Ride site to the east which is a clear priority, Air Quality remains a serious concern and the intrusive nature of HGVs travelling through the city are issues that need to be addressed.

The Chairman asked if there were any plans for a similar conference for the rest of B&NES.

The Group Manager for Planning Policy & Transport replied that a focussed discussion on the other B&NES areas would be of merit, but stressed that it would have to take place after the Core Strategy work had been completed.

Councillor David Martin suggested that the Panel should have early engagement on any work relating to the Transport Strategy. He added that he hoped ideas from other European cities and Civitas could be incorporated into it.

Councillor Geoff Ward commented that he received weekly correspondence on traffic problems. He added that roads in rural areas are in a poor state and that pinch points need to be addressed.

The Panel **RESOLVED** to note the report.

92 HIGHWAYS AGENCY - COUNCIL INVOLVEMENT ON SPEED LIMITS

The Group Manager for Planning Policy & Transport introduced this item to the Panel. He explained that within B&NES the network of roads that belong to the Highways Agency is fragmented. He stated that the Council does hold regular discussions with them in order to agree ways forward for joint working. He added that Councillor Roger Symonds, Councillor Martin Veal and himself had met with them prior to Christmas to discuss the Hartley Bends and was hopeful that work there would be carried out within 2013.

The Chairman asked if Midsomer Norton does want to progress in the 20mph project could the funding associated with that be transferred to carry out the work suggested on the A36.

The Group Manager for Planning Policy & Transport replied that that would not be possible as the Highways Agency has stated that it wishes carry out the work over a longer stretch of the road.

Councillor Geoff Ward wished to commend the work that had been carried out so far in relation to the Hartley Bends as this was in his Ward. He added that he felt there was a high risk of incidents on that road and that a reduction of the speed limit to 40mph would be welcome.

The Group Manager for Planning Policy & Transport replied that Councillor Veal had raised exactly that point at the meeting to which the Highways Agency replied that they did not feel that the limit would be respected.

Councillor Douglas Nicol and Councillor David Martin both wished to add their support to the proposed speed limit reduction.

Councillor David Martin asked if as stated in the report approximately 5% of road casualties in B&NES occur on the Trunk Road network, the Panel could receive a report to a future meeting on the remaining 95%.

The Chairman said that the Panel could discuss the possibility of such a report during their workplan discussion later in the meeting.

The Panel **RESOLVED** to note the report.

93 20MPH SPEED LIMIT UPDATE

The Service Manager for Highways & Parking introduced this item to the Panel. He explained that due to the requirements of the Traffic Regulation Order (TRO) process and a larger than anticipated response to the consultation only areas 1 and 2 (Twerton and Peasedown) will be completed on site during the financial year for 2012/13. He added that the remainder of the programme was scheduled to be completed in the order listed during 2013/14.

He stated that the consultation results from Areas 3, 4 and 5 had indicated support for the new speed limit and officers were currently designing the scheme and drafting the TRO. He confirmed that Area 6 (Midsomer Norton) had decided not to take part in the programme and that the consultation results from Areas 7 and 8 were currently being evaluated.

He commented that it had been previously established that the £500,000 funding made available for the scheme would not be enough to implement it in full. Accordingly, a sum of £70,000 has been indicated in the draft 2013/14 Transport Capital Programme, however this has yet to be approved.

The Chairman asked if the Panel could be sent the consultation responses that had been received so far.

The Service Manager for Highways & Parking replied that they could.

Councillor Brian Webber addressed the Panel. He described the area of Weston Road as a prime example of where the new speed limit should be enforced.

The Service Manager for Highways & Parking replied he believed that the Police do not have the resources to do so. He added that the programme was not designed to generate income and that it was about making roads safer.

Mr Peter Duppa-Miller addressed the Panel. He commented that with regard to Area 15 (Other residential areas in rural villages) that potentially this could involve up to 42 settlements. He added that he works with two PACT (Police And Communities Together) groups and they currently have a mixed reaction to the programme. He expressed the need for each area to have its own individual scheme.

The Service Manager for Highways & Parking replied that this was a very reasonable request and that officers would do their utmost to act in that way.

Councillor Ian Gilchrist asked if the decision taken by the people of Midsomer Norton would save time and money for the programme.

The Service Manager for Highways & Parking replied that it would.

Councillor Ian Gilchrist asked how residents from outside of a proposed programme area could give their views.

The Service Manager for Highways & Parking replied that informal consultation takes place with residents within the programme area and that once a TRO is issued there is a period of formal consultation to which any member of the public can respond.

Councillor Geoff Ward commented that he welcomed the scheme. He asked if officers were surprised at the level of responses and whether this had affected their regular work.

The Service Manager for Highways & Parking replied that they did expect a high level of responses, but were surprised with how much detail of the programme the public wanted. He added that yes it had affected their regular work.

The Chairman thanked him for the update and reiterated her request on behalf of the Panel to receive the consultation results that had been analysed so far.

94 WORKPLAN

The Chairman introduced this item to the Panel. She gave a summary of the reports that had been mentioned during the meeting.

Placemaking Plan: March

Road Accidents: March

Urban Gulls: May

Highways Agency (A36 / A46): May

Transport Strategy: May

The Panel agreed with these additions to the workplan.

The Chairman also wished to discuss the start time of the meeting. She proposed that future meetings could begin at 9.30am.

After a brief discussion the Panel agreed that from May 2013 their meetings would commence at 9.30am.

The meeting ended at 5.20 pm

Chair(person)

Date Confirmed and Signed

Prepared by Democratic Services

Bath & North East Somerset Council	
MEETING:	Planning, Transport & Environment Policy Development and Scrutiny Panel
MEETING DATE:	7 th May 2013
TITLE:	Call-in of decision E2439 'Bus priority measures in Dorchester St, Manvers St and Pierrepoint St, Bath'
WARD:	Abbey, Widcombe, Bathwick
AN OPEN PUBLIC ITEM	
<p>List of attachments to this report:</p> <p>Appendix 1 Decision Register Entry for E2439</p> <p>Appendix 2 Accompanying Report for the Decision from Cabinet Meeting on 10th April 2013</p> <p>Appendix 3 Call-in Request verified on Friday 19th April 2013</p> <p>Appendix 4 Call-in Guidance Note</p> <p>Appendix 5 Suggested Terms of Reference for the Call-in</p>	

1 THE ISSUE

- 1.1 Under the Council's Constitution, any 10 Councillors not in the Council's Cabinet may request that a Cabinet or Single Member Decision made but not yet implemented be reconsidered by the person or body who made it. This is called a "call-in" and has the effect of preventing the implementation of the decision pending a review of the Decision by a Policy Development and Scrutiny Panel.
- 1.2 This report sets out the call-in by 13 Councillors of a Cabinet decision relating to the decision about bus priority measures in Dorchester St, Manvers St and Pierrepoint St, Bath. The role of the Panel is to consider the issues raised by the call-in and to determine its response.

2 RECOMMENDATION

THE PANEL IS ASKED TO:

- a) Consider the call-in request received (refer to Appendix 3).
- b) Approve the Terms of Reference of the Call-in which will be prepared after consultation with the Chair of the Panel (Appendix 5) subject to any further comments received from Panel members (as in paragraph 6.2 below).

- c) Decide if it requires any further information to enable it to make a determination of the call-in request and, if so, request this information and any contributions that will assist the Panel in determining the call-in either at this meeting or at a further meeting (e.g. from the Cabinet; Councillor(s) representing the call-in signatories; and any other internal or external contributors required by the Panel).
- d) Decide whether it will reach a conclusion about whether to uphold or dismiss the call-in; or refer the matter to the Council itself to undertake the role of the Panel, at this meeting or if a further meeting is required.
- e) If a further meeting is required to hear and determine the call-in, the Panel is asked to agree the date for this. The constitutional requirement is for that meeting to take place before the end of the 21st May 2013 (this timescale would not apply if the Panel decided to refer their role to the full Council).
- f) Undertake an examination of the call-in request in accordance with the proposed procedure set out in Appendix 5.
- g) Note that, following the examination, the Panel may either:
 - 2.1 i) Dismiss the call-in, in which case the decision shall take effect immediately; **OR**
 - 2.2 ii) Uphold the call-in and refer the decision back to the decision-makers for reconsideration, setting out why it has decided that the decision should be reconsidered.
 - 2.3 OR**
 - 2.4 iii) Refer the matter to Council to itself undertake the role of the Panel [NB: the ultimate decision still remains with the original decision makers].

3 FINANCIAL IMPLICATIONS

- 3.1 The Panel should be aware that the Council's Constitution (Part 4E, Rule 13) requires that
- 3.2 “ *Where an Overview and Scrutiny Panel makes a recommendation that would involve the Council incurring additional expenditure (or reducing income) the Panel has a responsibility to consider and / or advise on how the Council should fund that item from within its existing resources or the extent to which that should be seen as a priority for future years' budget considerations*”.
- 3.3 It is important, therefore, in its consideration of the call-in that the Panel gives consideration to the alternative options available to the decision-maker and the financial consequences of these.

4 BACKGROUND

- 4.1 The decision which is now subject to a call-in request was a Cabinet Decision made at the Cabinet meeting on the 10th April 2013 (Appendix 1) following consideration of the officer report (Appendix 2).
- 4.2 The Call-in request was received on 18th April 2013 and validated 19th April 2013. The Council Solicitor, on behalf of the Chief Executive, has validated the call in and confirms that it conforms to constitutional requirements in terms of time of receipt and number of Members validly subscribing to it. Appendix 3 sets out the reasons for the call-in request.

5 PROCESS

- 5.1 5.1 Appendix 4 sets out the constitutional rules relating to the call-in process. In short, the Panel must EITHER:
- a) Dismiss the call-in, in which case the decision shall take effect immediately; OR
 - b) Refer the decision back to the decision-makers for reconsideration, setting out why it has decided that the decision should be reconsidered; OR
 - c) Refer the matter to Council to itself undertake the role of the Panel [NB: the ultimate decision still remains with the original decision maker].
- 5.2 If the Panel chooses option (b) above, the Constitution requires the decision-maker to reconsider the matter within ten working days from the conclusion of the PD&S Panel review meeting(s), and they may amend the decision or confirm the original decision, giving their reasons in either case. If the panel chooses option (c) these timescales would not apply.

6 ASSESSING THE CALL-IN REQUEST

- 6.1 The Terms of Reference (Appendix 5- to follow) will indicate the suggested scope of the Call-in. This will outline the information and contributions the Panel is advised to consider in order to determine the call-in. It will have been prepared in consultation with the Chair. Panel members are invited to comment on the terms of reference and any changes they request will be taken into account in an updated version which will be circulated at the meeting.

6.2 The Policy Development and Scrutiny Panel Chairs have approved guidance on the handling of call-in requests which make clear that there is a presumption that every validated call-in will proceed to a public meeting stage. The process for that meeting is set out in paragraph 7.1 below. If a second meeting of the Panel is required to complete the review it needs to take place no later than 21st May 2013 to comply with the constitutional requirement that the total period of overview and scrutiny involvement in a call-in must not exceed 21 working days.

7 SUGGESTED FORMAT FOR THE MEETING TO DETERMINE THE CALL-IN

7.1 When the Panel determines the call-in, it is suggested that the following format be adopted:

- (1) Remind itself of the issues to be considered and consider any additional written information supplied.
- (2) Hear from and ask questions of the Cabinet and Lead (or other agreed) Officers.
- (3) Hear from and ask questions of Councillor(s) representing the call-in signatories.
- (4) Hear from and ask questions of any appropriate external contributors (a "panel" style contributors` session is suggested).
- (5) Discuss and draw conclusions from the written and oral information presented.
- (6) Consider and formulate the Panel's determination of the call-in.

8. CONSULTATION

8.1 This report has been prepared following consultation with the Chair and Vice Chair of the Policy Development and Scrutiny Panel.

Contact person	<i>Emma Bagley - Policy Development and Scrutiny Project Officer 01225 396410</i>
Background papers	<i>None</i>
Please contact the report author if you need to access this report in an alternative format	

Cabinet Meeting Resolution

Executive
Forward Plan
Reference

E2439

**Bus Priority Measures in Dorchester St, Manvers St and
Pierrepoint St., Bath**

Date of Meeting	10-Apr-13
The Issue	<i>To approve an Experimental Traffic Regulation Order to create bus lanes and restrict through traffic to reduce congestion in Dorchester Street, Manvers Street and Pierrepoint Street for a maximum period of 18 months</i>
The decision	<p>(1) To AGREE that an Experimental Traffic Regulation Order be implemented under the Road Traffic Regulation Act 1984 for a maximum period of 18 months to evaluate the impact of prohibiting the driving of vehicles except buses and taxis in an eastbound direction on Dorchester Street between 10am and 6pm and allowing right turn only out of Manvers St car park;</p> <p>(2) To AGREE that the eastbound carriageway of Dorchester Street be designated as a bus lane for the purposes of civil enforcement using CCTV cameras under the Transport Act 2000; and</p> <p>(3) To DELEGATE authority to the Divisional Director for Environmental Services to make changes to the Experimental Order in consultation with the Cabinet Member for Transport and also delegated authority to use the Council's bus lane enforcement powers.</p>
Rationale for decision	The rationale for the scheme is to reduce congestion in Dorchester Street and improve the environment for pedestrians, cyclists and public transport users in this area.
Other options considered	All the options considered are set out in the report.
Declarations of Interest	None
The Decision is subject to Call-In within 5 working days of publication of the decision	

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Bath & North East Somerset Council		
MEETING:	Cabinet	
MEETING DATE:	10th April, 2013	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2439
TITLE:	Bus Priority Measures in Dorchester street, Manvers Street and Pierrepont Street	
WARD:	Abbey, Widcombe, Bathwick	
AN OPEN PUBLIC ITEM		
<p>List of attachments to this report:</p> <p>Appendix A: Option A</p> <p>Appendix B: Option B</p> <p>Appendix C: Option C</p> <p>Appendix D: Alternative Route</p> <p>Appendix E: Consultation Scheme</p> <p>Appendix F: Consultation Responses Summary</p> <p>Appendix G: Recommended Scheme</p>		

1 THE ISSUE

- 1.1 Congestion in Manvers Street and Dorchester Street creates pollution and delays for buses in the vicinity of the bus station at peak times and the aspiration for the Public Realm and Movement Strategy is to create a more pedestrian and cycle friendly environment in Dorchester Street, Manvers Street and Pierrepont St by removing private and commercial motor vehicles from Dorchester St.

2 RECOMMENDATION

The Cabinet agrees that:

- i) An Experimental Traffic Regulation Order be implemented under the Road Traffic Regulation Act 1984 for a maximum period of 18 months to evaluate the impact of prohibiting the driving of vehicles except buses and taxis in an eastbound direction on Dorchester Street between 10am and 4pm and allowing right turn only out of Manvers St car park. (Appendix G)
- ii) The eastbound carriageway of Dorchester Street be designated as a bus lane for the purposes of civil enforcement using CCTV cameras under the Transport Act 2000.

- iii) The Divisional Director for Environmental Services be delegated authority to make changes to the Experimental Order in consultation with the Cabinet Member for Transport and also delegated authority to use the Council's bus lane enforcement powers.

3 FINANCIAL IMPLICATIONS

- 3.1 The estimated cost of the scheme is £20k funded by a S106 contribution from the Southgate development and revenue from CCTV bus lane enforcement, which would be used to offset any losses from the scheme, for example reduced revenue from Manvers St car park due to reduced access from Dorchester Street or removing the scheme if the experiment proved not to be successful.
- 3.2 The Medium Term Service and Resource Plans for 2013/2014 to 2015/2016 make no provision for the reduced parking income arising as a result of such a scheme. There is potential mitigation of some of the reduced income from bus lane camera enforcement revenue. The budgetary implications of this scheme will need to be closely monitored and reflected in the Council's financial plan going forward.
- 3.3 The proposed eastbound only scheme is consistent with the signing for the High Street bus gate which has recently been reviewed by the Traffic Penalty Tribunal and found to be acceptable with minor modifications.
- 3.4 The cost of removing the experimental scheme, if unsuccessful, is estimated to be £5k and will be met from existing service budgets.

4 CORPORATE OBJECTIVES

- *Creating neighbourhoods where people are proud to live*

Reducing traffic in Dorchester St., Manvers St and Pierrepont St will improve the flow of traffic and air quality and reduce congestion on these streets. The scheme is consistent with the vision and objectives of the public realm and movement strategy for Bath.

5 THE REPORT

- 5.1 Reducing traffic in busy city centre streets is an important transport objective of the Council to improve the city centre environment for pedestrians, cyclists and buses and encourage sustainable transport modes.
- 5.2 Previous traffic management measures introduced in Bath have created 'traffic cells' in the city centre which effectively prevent motorised traffic moving across and between cells, but still allow essential access to properties and businesses within each cell. This policy has been very effective in reducing through traffic in the city and promoting walking, cycling and public transport.
- 5.3 During the planning stages of the Southgate Development the need to provide priority access for buses along Dorchester St and Manvers St was considered desirable but not found to be essential following the introduction of the High Street bus gate restrictions which has successfully reduced through traffic in the area.

Traffic management options

- 5.4 Traffic management options are limited by the lack of a suitable alternative route at the eastern junction of Dorchester Street with Manvers Street for prohibited traffic reaching the end of Manvers Street to avoid any restriction introduced at this location. Consequently any restriction introduced at this at the eastern end of Dorchester Street would be unenforceable due to lack of available space for a vehicle to take evasive action. Advisory signs would however be used to discourage traffic entering Pierpoint Street and Manvers St, with traffic exiting Manvers St car park directed to turn right into Manvers St away from Dorchester St.
- 5.5 Exemptions for access to businesses and residents have been considered to address concerns raised, but exemptions of this nature are particularly difficult to enforce which would undermine public support for the scheme and have not been considered further for this reason.
- 5.6 Traffic modelling also indicates that the impact on the alternative route of a westbound restriction on Dorchester Street, particularly on Rossiter Rd and Widcombe Parade would be severe. For example average traffic speeds on the surrounding network, including the proposed Rossiter Road scheme, would reduce from 11mph to 6mph in the PM peak in 2015, with average bus speeds reducing from 8mph to 4mph.
- 5.7 In the eastbound direction however, there are three possible signing options for prohibiting through traffic in Dorchester St in the eastbound direction at the junction with St James' Parade.
- (A) Prohibition of driving motorised vehicles with exemptions for buses and taxis for all or certain parts of the day (Appendix A).
 - (B) 24hr Contra-flow bus lane with exemptions for taxis and cycles (Appendix B)
 - (C) 24hr 'No Entry' with exemptions for buses, taxis and cycles (Appendix C).
- 5.8 Option A prohibits the driving of motorised vehicles with exemptions for specific categories of traffic and access by time of day 10am – 6pm in this example. The signing and enforcement measures are consistent with existing bus gate signage in the High Street to avoid misunderstandings, which may otherwise weaken the council's position in defending appeals against penalty charge notices.
- 5.9 Option B designates the eastbound carriageway as contraflow bus lane with exemptions for taxis and cycles. The contraflow bus lane would operate 24hrs a day and requires a central solid white line running the length of Dorchester Street to define the bus lane.
- 5.10 Option C prohibits access in Dorchester St for all vehicles, except for buses, taxis and cyclists. Exemptions for cycles are not currently permitted and will need specific authorisation from the DfT, but 'No Entry' restrictions with exemptions for buses, taxis and cycles are currently being trialled elsewhere. The main advantage of using 'No Entry' signs with permitted exemptions is that they are generally well observed by drivers without the need for camera enforcement.

- 5.11 In all cases the alternative route for through traffic and local access to the station, High Street, Manvers Street and Terrace Walk area is via Churchill Bridge, Rossiter Road, Pulteney Road and North Parade (see Appendix D).
- 5.12 The layout of the junction of Dorchester St with St James Parade will need to be modified to provide two ahead lanes on St James Parade in a southerly direction to provide increased capacity and simplify the signal arrangement at the junction. The kerblines at the entry to Churchill Bridge would need to be modified to accommodate a two lane approach.

Traffic modelling assessment

- 5.13 The impact of a number of options for access restrictions within Dorchester Street in Bath have been assessed under a 2015 forecast scenario which assumes a limited amount of traffic growth and the implementation of the A36 Rossiter Road scheme.
- 5.14 The change in mean vehicle speeds on the surrounding network which are summarised in the table below:

	AM Peak Mean Speed 2015 (7am- 10am)		Inter Peak Mean Speed 2015 (10am-3pm)		PM Peak Mean Speed 2015 (3pm-7pm)	
	All vehs	Buses	All vehs	Buses	All vehs	Buses
Do Nothing	12	9	15	10	11	8
Dorchester St 24hr bus lane e/b only	10	6	13	8	9	6

- 5.15 The modelling assessment predicts a degree of network instability, and increased queuing and delays under all options during the morning peak period and, especially, during the evening peak period. These issues appear to arise from the significant displacement of traffic in the eastbound direction from Dorchester Street to the A36, which is already operating near or at capacity during the busy morning and evening peak hours.
- 5.16 During the inter-peak, the modelling predicts that the wider network is capable of accommodating the displaced traffic under all options without detriment to network operation. The main impacts in the Inter peak (11am-12 noon) are estimated to be as follows:

Road	Vehs/hr (11am -12 noon) 2015
Dorchester St (e/b)	-170
Pulteney Road (n/b)	+160

North Parade (w/b)	+130
Manvers Street (n/b)	-90
Manvers Street (s/b)	+60

Consultation

5.17 An informal consultation was carried out with local business and residents based on the scheme shown in Appendix E with 24hr restrictions on Dorchester Street, Manvers Street and Pierrepont Street.

5.18 The headline results are that 51 (36%) responses are in favour or broadly in favour of the proposed traffic restrictions, 88 (62%) responses are against and 3 (2%) responses have no opinion. The response rate to the consultation was 31%.

5.19 A number of comments were also made. The main issues raised against the scheme are:

- Congestion on alternative routes, particularly North Parade (32 responses)
- Reduced accessibility for residents living in the area, particularly at the Empire (31 responses)
- Reduced accessibility to, and impact on, businesses in the area (13 responses)
- Enforcement (9 responses)
- Longer journeys resulting in more pollution (6 responses).

Congestion on alternative routes

5.20 An eastbound only restriction on Dorchester St during the inter peak period slightly decreases vehicle speeds by 2mph (15%) on alternative routes during the inter-peak period. Congestion on North Parade e/b at its junction with Pulteney Road however is likely to reduce as a result of removing through traffic movements.

Accessibility

5.21 The residents of the Empire were particularly opposed to the scheme because it imposes further restrictions on access in both directions on Dorchester St. Similarly businesses in the High Street area will also be affected by reduced access from Dorchester St for deliveries, customers and workers.

5.22 A careful balance needs to be struck between protecting and enhancing the qualities of the World Heritage city whilst maintaining access for businesses and residents. The need to provide priority access for buses along Dorchester St and Manvers St was recognised at the planning stages of the Southgate Development, but not considered to be essential following the introduction of the High Street bus gate restrictions.

5.23 The location of the railway station, bus station and various car parks nearby provides a highest degree of accessibility in the district by all transport modes. Access by private car is therefore less of a priority in the pursuit of creating a high quality sustainable transport hub for the city as a whole. Bus operators are particularly supportive of the proposed scheme.

5.24 Residents living in the area will be inconvenienced to some degree by having to make slightly longer journeys by car, but at the same time will benefit from city centre improvements that investment in sustainable modes of transport will continue to bring in the future. The Council's priorities to improve walking, cycling and public transport are clearly set out in the Public Realm and Movement Strategy and Joint Local Transport Plan³.

5.25 Requests have been made by residents, particularly from those living at the Empire to be exempted from the bus gate restrictions to compensate. Such an exemption would significantly undermine the enforceability of the bus gates and would not therefore be acceptable.

5.26 To reduce the impact on access for local businesses and residents, the recommended option is shown in Appendix F with the proposed restriction on Dorchester Street applying between 10am and 4pm in the eastbound direction only.

Enforcement

5.27 A number of concerns referred to the difficulty in enforcing the scheme put forward for consultation. The proposed experimental scheme has been revised following consultation to allow enforcement using CCTV cameras to be used.

Longer journeys and higher pollution

5.28 The proposed experimental scheme has been revised following consultation to reduce the impact of the scheme on journey times and air pollution. Air quality is monitored annually in the city and will be used to assess any changes resulting from the experimental scheme.

Bus Operator views

5.29 Bus operators were invited to give their comments on Options A, B and C. First preferred Option C, but recognised the potential delay in gaining DfT approval for the signs and would accept Option B as an alternative, whereas Wessex Connect preferred Option A.

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 There are no EqlA implications and an EqlA has not been carried out.

8 RATIONALE

8.1 The rationale for the scheme is to reduce congestion in Dorchester Street and improve the environment for pedestrians, cyclists and public transport users in this area.

9 OTHER OPTIONS CONSIDERED

9.1 All the options considered are set out in the report.

10 CONSULTATION

10.1 Ward Councillor; Cabinet members; Service Users; Local Residents; Community Interest Groups; Stakeholders/Partners; Section 151 Finance Officer; Chief Executive; Monitoring Officer

10.2 The consultation with local residents and businesses was carried out by a letter drop. Other consultees were contacted by email.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

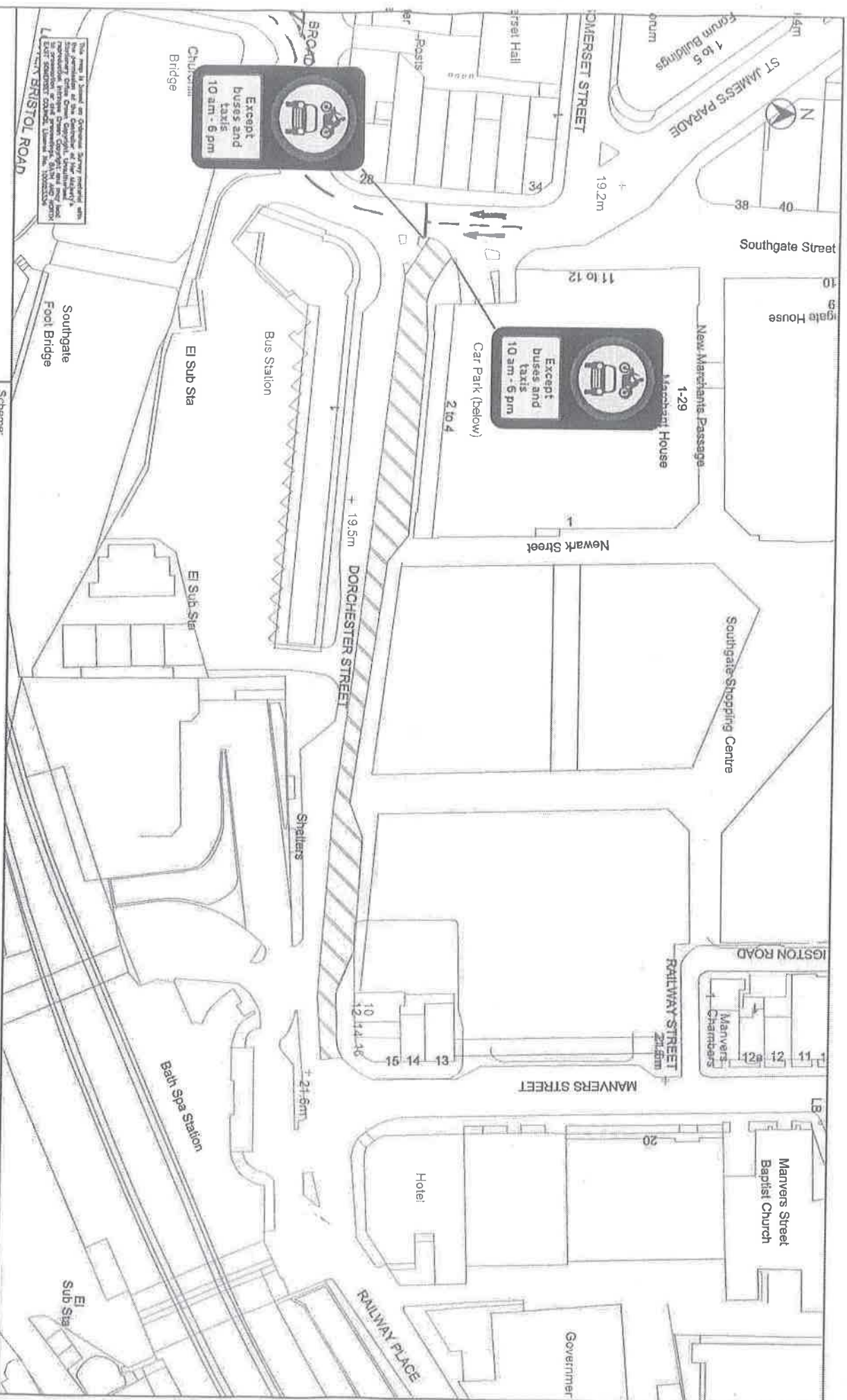
11.1 Sustainability; Other Legal Considerations

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.

Contact person	Adrian Clarke@BathNES.Gov.UK
Sponsoring Cabinet Member	<i>Councillor Roger Symonds</i>
Background papers	<i>Public Realm and Movement Strategy</i> <i>Joint Local Transport Plan JLTP3</i>
Please contact the report author if you need to access this report in an alternative format	

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Bath & North East Somerset Council

Scheme: **Dorchester Street, Manvers Street & Pierrepont Street.**

Drawing: **Option A – Proposed Prohibition of Motor Vehicles, Except for Buses & Taxis, 10am – 6pm restriction**

Date: **13 March 2013**

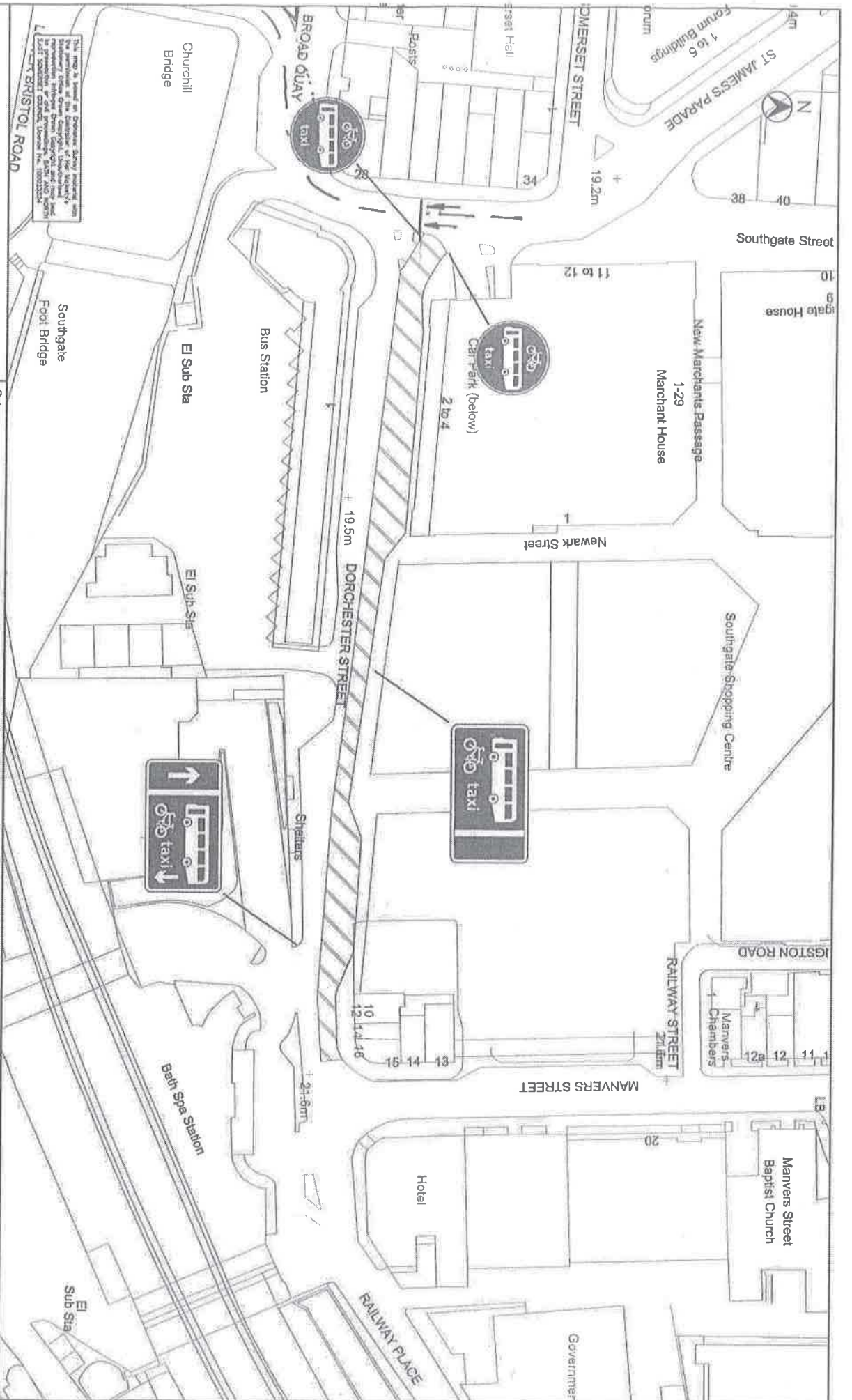
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Checked by: **AC**

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Bath & North East Somerset Council

Scheme:

Dorchester Street, Manvers Street & Pierrepont Street.

Drawing:

Option B - Proposed Route for use by Bus and Pedal Cycles only, 24 hour effect

Date: 13 March 2013

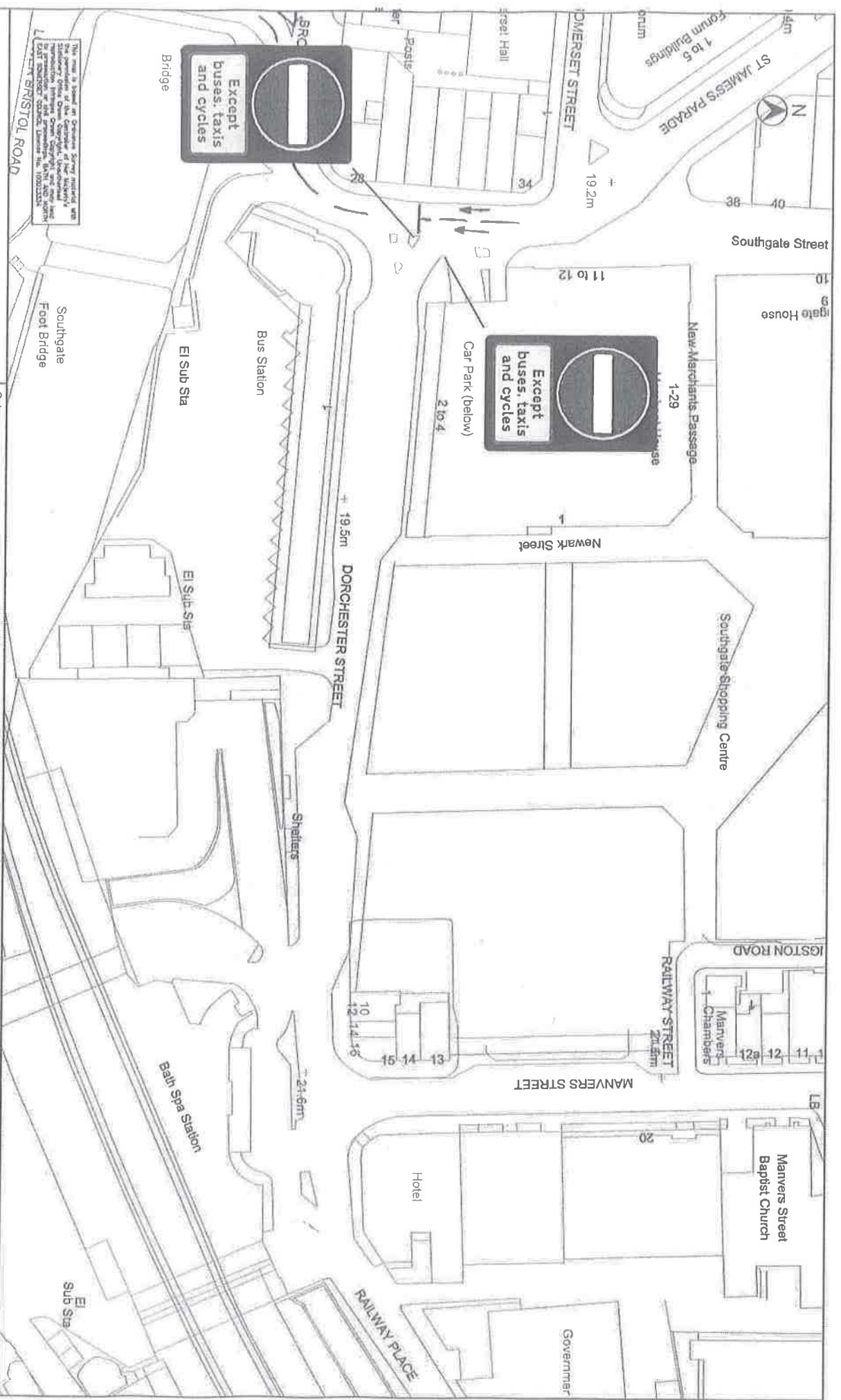
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Bath & North East Somerset Council

Scheme: Dorchester Street, Manvers Street & Pierrepont Street.

Date: 13 March 2013

Drawing:

Scale: NTS

Option C - Proposed No Entry for Vehicular Traffic, Except for Buses, Taxis and Cycles, 24 hour restriction

Drawing Number:

Drawn by: EC

Checked by: AC

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Appendix C: Alternative Route

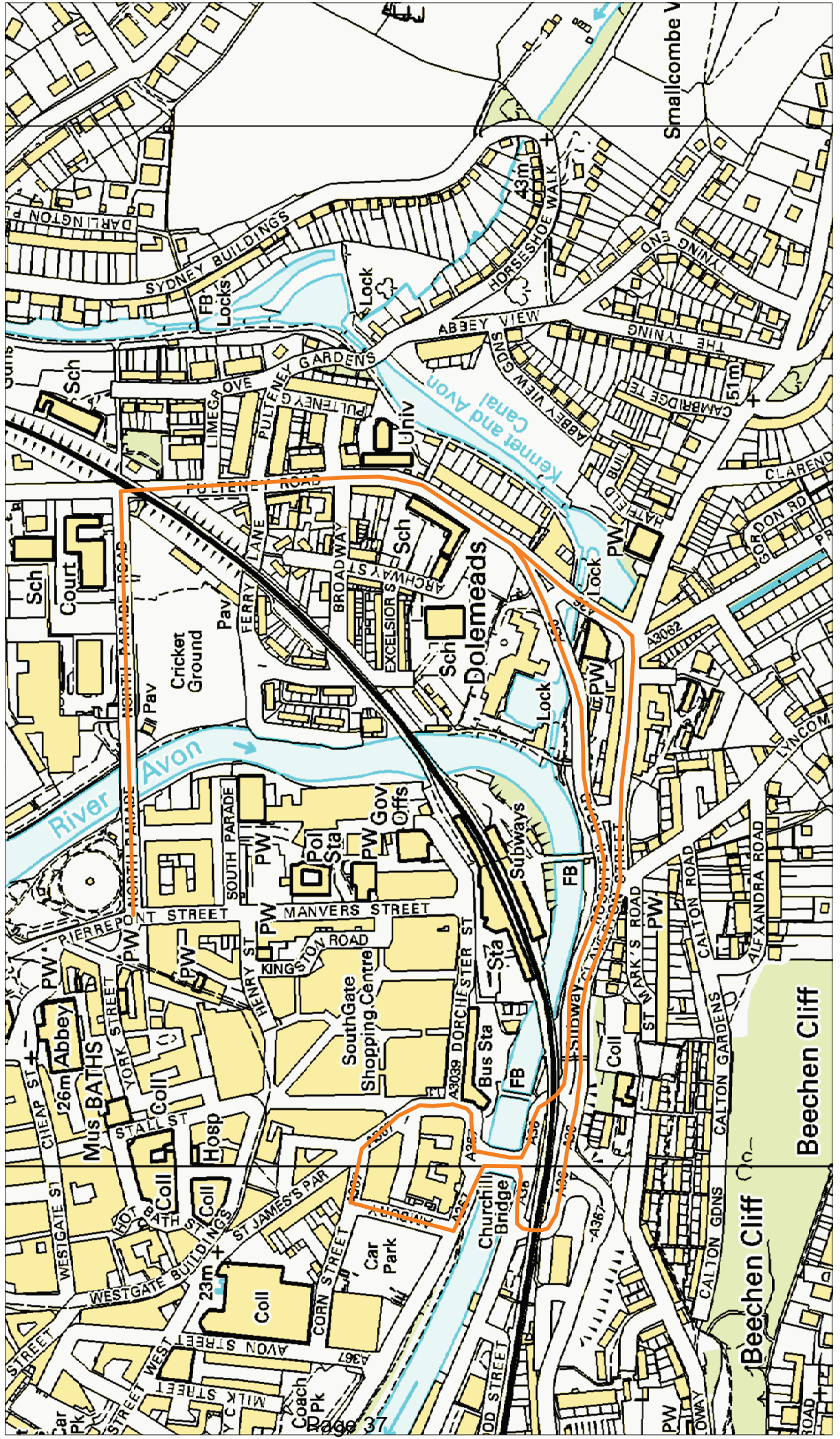
Compiled by MRLaker on 27 December 2012

Scale 1:5000

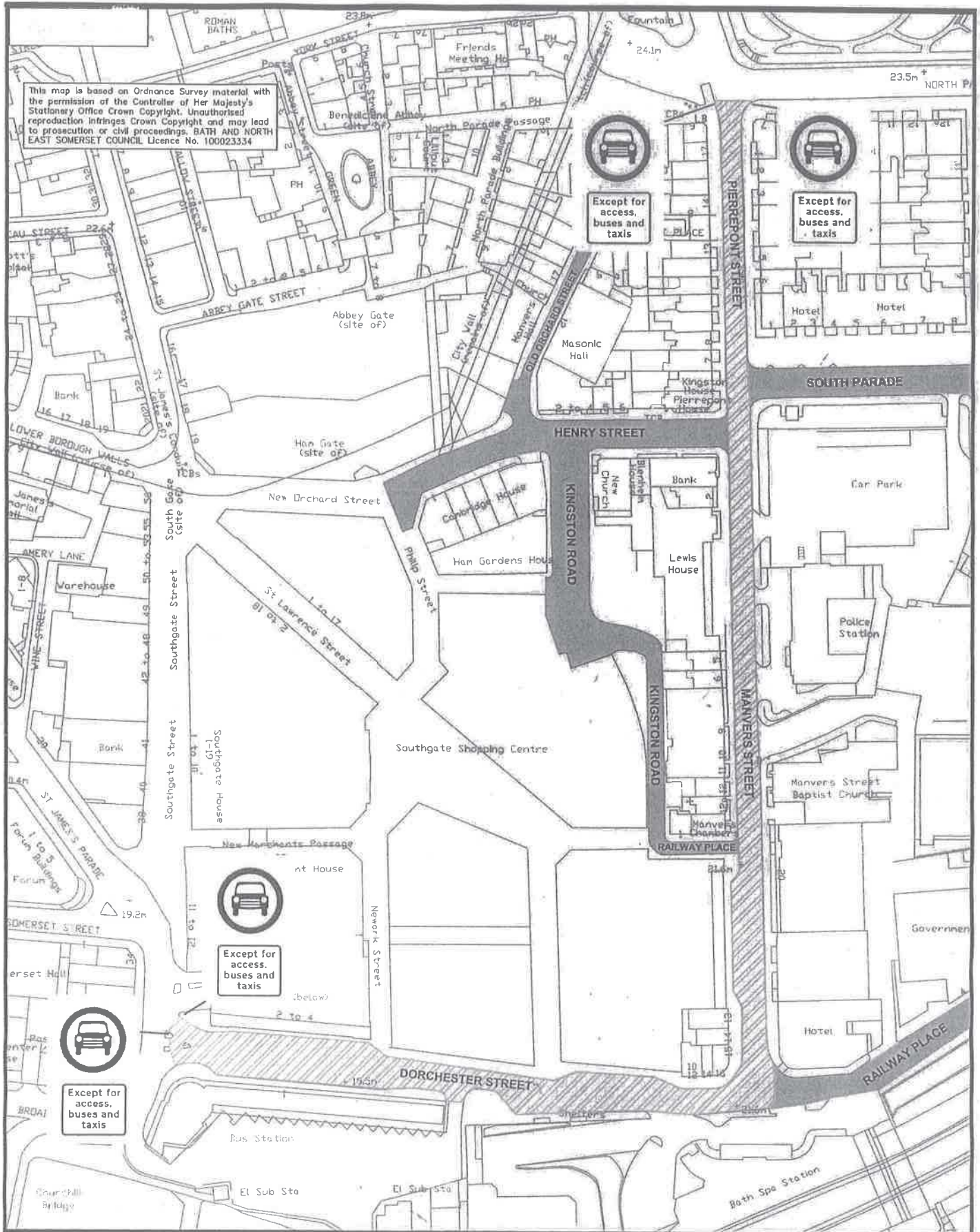
Legend
 Alternative Route



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



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Bath & North East Somerset Council

Scheme: Dorchester Street, Manvers Street & Pierrepont Street, Proposed Prohibition of Motor Vehicles, Except for Access, Buses & Taxis, 24 hour restriction

Date: 1st June 2012

Key:
 Roads subject to restriction
 Roads affected by restriction

Scale: NTS

Drawing Number:

Produced by: Traffic & Safety

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Appendix F Consultation Responses

Congestion

North Parade will develop into a major blockage due to tour buses, restricted capacity at North Parade and Pulteney Bridge junction and access to the leisure centre and other car parks. (25)

Other routes will become congested. (7)

Junction of North Parade and Pulteney Road needs to be improved. (2)

Congestion

Congestion caused by buses and not cars.

Can North Parade take extra traffic?

Other routes will become congested and affect businesses.

Other routes will become gridlocked. Bus gates need to be opened to cars and light vehicles

Access

Access only via North Parade too restrictive for residents (19)

Residents to have permits to use bus gates. (13)

Proposals will result in longer journeys. (6)

Access for visitors made difficult (5)

Important to retain access to homes, businesses and car park (5)

Remove bus gate restrictions (3)

Roads around Manvers St and Henry St permit parking only.(2)

Deliveries to businesses will be made more difficult.(2)

Impact on businesses (2)

No details have been provided for how access for businesses and residents within controlled area will work. (2)

Access to rail station made more difficult (2)

Access to Bath Spa railway station is of considerable importance. (2)

No provision is made for disabled people (2)

Are permits going to be issues to everyone who needs access?

Need to do more to encourage trading easier not introduce further restrictions

Lack of passing traffic will reduce business

Scheme will make area inaccessible for many

Access by commuters will be in one direction.

Access to bus station for picking up and setting down made more difficult.

Open bus gate earlier

Pollution

Increase pollution on alternative routes (6)

Before and after measurements of air quality and traffic flow

Enforcement

How will scheme be enforced? (9)

Bus Services

Congestion has a severe impact on bus services. (4)

Bus company support (2)

More restrictions needed

Restrictions proposed, which still allow access, will have minimal impact. All traffic in Dorchester St except buses, coaches requiring access to bus station, cycles, emergency vehicles, taxis and police vehicles not on emergency call should be prohibited from using Dorchester St. (2)

Scheme should be part of traffic flow away from the heart of Bath ie no access except for permitted groups. (2)

Request for further restrictions in Bridge Street for cars and tour buses.

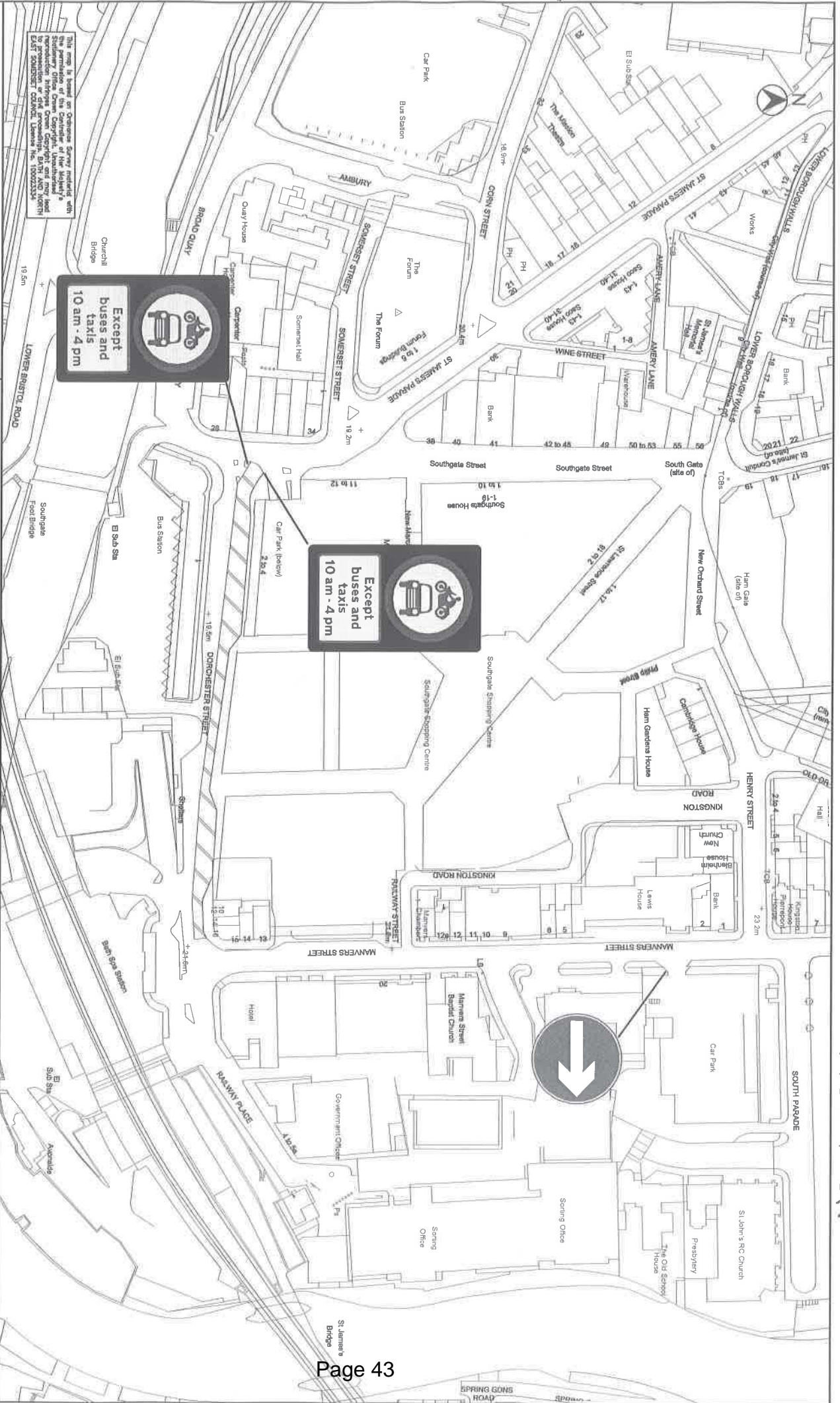
Other Comments

Will make area more peaceful

Vehicles leaving station forecourt can only travel in westward direction.(2)

Sufficient advance signing will be needed.

Traffic modelling should be conducted to give confidence to what is proposed and a trial undertaken to decide on the optimum scheme.



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Bath & North East Somerset Council

Scheme: **Dorchester Street, Manvers Street & Pierrepont Street.**

Drawing: **Recommended Option - Proposed Prohibition of Motor Vehicles, Except for Buses & Taxis, 10am - 4pm restriction**

Date: **13 March 2013**

Scale: **NTS**

Drawing Number:

Drawn by: **EC**

Checked by: **AC**

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Call-in of decision E2439: Bus priority measures in Dorchester St, Manvers St and Pierrepont St, Bath

The decision:

At the Cabinet meeting of 10th April 2013 the Cabinet agreed to approve an Experimental Traffic Regulation Order to create bus lanes and restrict through traffic to reduce congestion in Dorchester Street, Manvers Street and Pierrepont Street for a maximum period of 18 months.

The Cabinet resolution was:

- (1) To AGREE that an Experimental Traffic Regulation Order be implemented under the Road Traffic Regulation Act 1984 for a maximum period of 18 months to evaluate the impact of prohibiting the driving of vehicles except buses and taxis in an eastbound direction on Dorchester Street between 10am and 6pm and allowing right turn only out of Manvers St car park;
- (2) To AGREE that the eastbound carriageway of Dorchester Street be designated as a bus lane for the purposes of civil enforcement using CCTV cameras under the Transport Act 2000; and
- (3) To DELEGATE authority to the Divisional Director for Environmental Services to make changes to the Experimental Order in consultation with the Cabinet Member for Transport and also delegated authority to use the Council's bus lane enforcement powers.

Reason for call-in:

We believe this decision will result in additional traffic problems on roads within Bath whilst producing little benefit in meeting the Council's aim of reducing congestion and pollution and should therefore not go ahead before the Council has agreed upon a Transport Strategy for Bath.

We believe that the Cabinet has not taken adequate note of the results of the Council's consultation, which showed 62% of respondents to be opposed to a closure of Dorchester St to cars.

We are concerned about the displacement of traffic onto neighbouring roads and the additional congestion this will cause, in particular the additional 160 cars per hour anticipated to use the A36 and 130 cars per hour anticipated to use North Parade at the inner-peak. We have serious concerns that the Cabinet has ignored the Officer advice over the proposal's detrimental impact on the A36 at the evening peak rush-hour, ignoring the Officer recommendation that the bus gate should be operative until 4pm and instead agreeing a 6pm finish.

We are particularly concerned about the timing of the proposals and believe the Cabinet is undertaking the wrong sequence of policy making. The proposals will impact on Rossiter Road during the period that work is expected to take place on the Rossiter Road traffic project, and have been agreed prior to the Council completing work on producing a Transport Strategy for Bath.

We question the benefits of the proposals to walkers, cyclists and buses given that the restriction will only be in one direction and operate only between the hours of 10am and 6pm.

We are concerned at the length of the traffic experiment and believe that such a trial could be reviewed within a far shorter time frame than 18 months. We are also concerned that it is unclear by what measure the plans will be deemed a success at the end of the trial period.

In conclusion, we are not convinced of the benefits of the decision and are deeply concerned about the detrimental impact of the plans on Bath's wider road network. We therefore believe the proposals should be abandoned until work on Rossiter Road and the Council's Transport Strategy have been completed.

Lead call-in Member:

Cllr Tim Warren

**Call-in of decision E2439: Bus priority measures in Dorchester St,
Manvers St and Pierrepoint St, Bath**

Name	signed
1. Tim Warren (lead Member)	Via email
2. Martin Veal	Via email
3. Brian Webber	Via email
4. Patrick Anketell-Jones	Via email
5. Barry Macrae	Via email
6. Vic Pritchard	Via email
7. Francine Haerberling	Via email
8. Colin Barrett	Via email
9. David Veale	Via email
10. Matthew Blankley	Via email
11. Anthony Clarke	Via email
12. Geoff Ward	Via email
13. Les Kew	Via email

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CALL-IN OF EXECUTIVE DECISIONS

RULE 1 – WHO MAY REQUEST A CALL-IN?

Elected members who do not sit on the Cabinet have the right to request a “call-in” of an executive decision which has been made by the Cabinet, or a person or body to whom the power to make executive decisions has been delegated, but not yet implemented.

These decisions could be made by;

- the Cabinet
- a Cabinet Member,
- a committee of the Cabinet
- an Officer taking a key decision acting on delegated authority from the Cabinet
- an area committee
- a body under joint arrangements

BUT NOT the decisions of quasi-judicial or Regulatory Committees.

Notice of the decision made shall be published to every councillor and the publicity shall specify the period in which the “call-in” right may be exercised.

RULE 2 – SUBMISSION OF A “CALL-IN” NOTICE

A notice requesting a “call-in” of an executive decision shall be in writing and signed by 10 or more elected members (excluding Cabinet Members) making the request. The request shall be deposited with the Chief Executive.

The request shall include individual signatures on the notice or electronic communications from individual members signifying their support for the call-in. If a Member is unable to communicate in writing or electronically he/she may signify support by telephone.

The persons making the call-in request shall state the decision being called in, the decision maker, the date the decision was taken and shall give reasons for the call-in.

No member of the Council is entitled to sign up to more than 5 call-in requests in any Council year.

The Chief Executive shall determine whether a call-in is valid (ie whether it has been received within 5 working days of the decision being published and requested by the appropriate number of members and that the decision may properly be called in under the Constitution) and, if so, consult with Overview & Scrutiny Chairs to decide which Panel should consider it.

The Chief Executive shall make a report of any validated call-in to a meeting of the relevant Overview and Scrutiny Panel which shall meet wholly in public within 14 working days of a valid call-in notice being verified.

A decision may only be called in once.

RULE 3 – CONSIDERATION BY OVERVIEW AND SCRUTINY PANEL

The Overview and Scrutiny Panel shall consider the issues raised in the “call-in” request and the stated reasons for the request. They have the following courses of action open to them;

- a) To dismiss the call-in: the decision shall then take effect immediately;
- b) To refer the decision back to the decision-making person or body for reconsideration, setting out in writing the nature of the Panel's concerns; or
- c) To refer the matter to Council to itself undertake the role of the Panel (which may necessitate an additional Council meeting to meet necessary timescales) [NB: the ultimate decision still remains with the original decision maker].

If the call-in is dismissed, notification will be made to all interested parties and the original decision can be implemented. No amendments can be made to the decision [Six-month rule applies – Part 4(D), rule 15]

If the Panel consider any aspect of the decision requires further consideration, it must refer it back to the decision maker.

In total, the Panel shall ensure that the period of overview and scrutiny involvement in an individual call-in shall not exceed 21 working days.

RULE 4 – CONSIDERATION BY DECISION MAKER

The person or body which made the decision shall consider the report of the Overview and Scrutiny Panel or Council and must;

- (a) confirm the original decision; or
- (b) make some changes to the original decision; or
- (c) make a different decision.

The decision maker may not ignore the report. The decision maker shall undertake this consideration within 10 working days from the date of the Overview and Scrutiny (or Council) meeting.

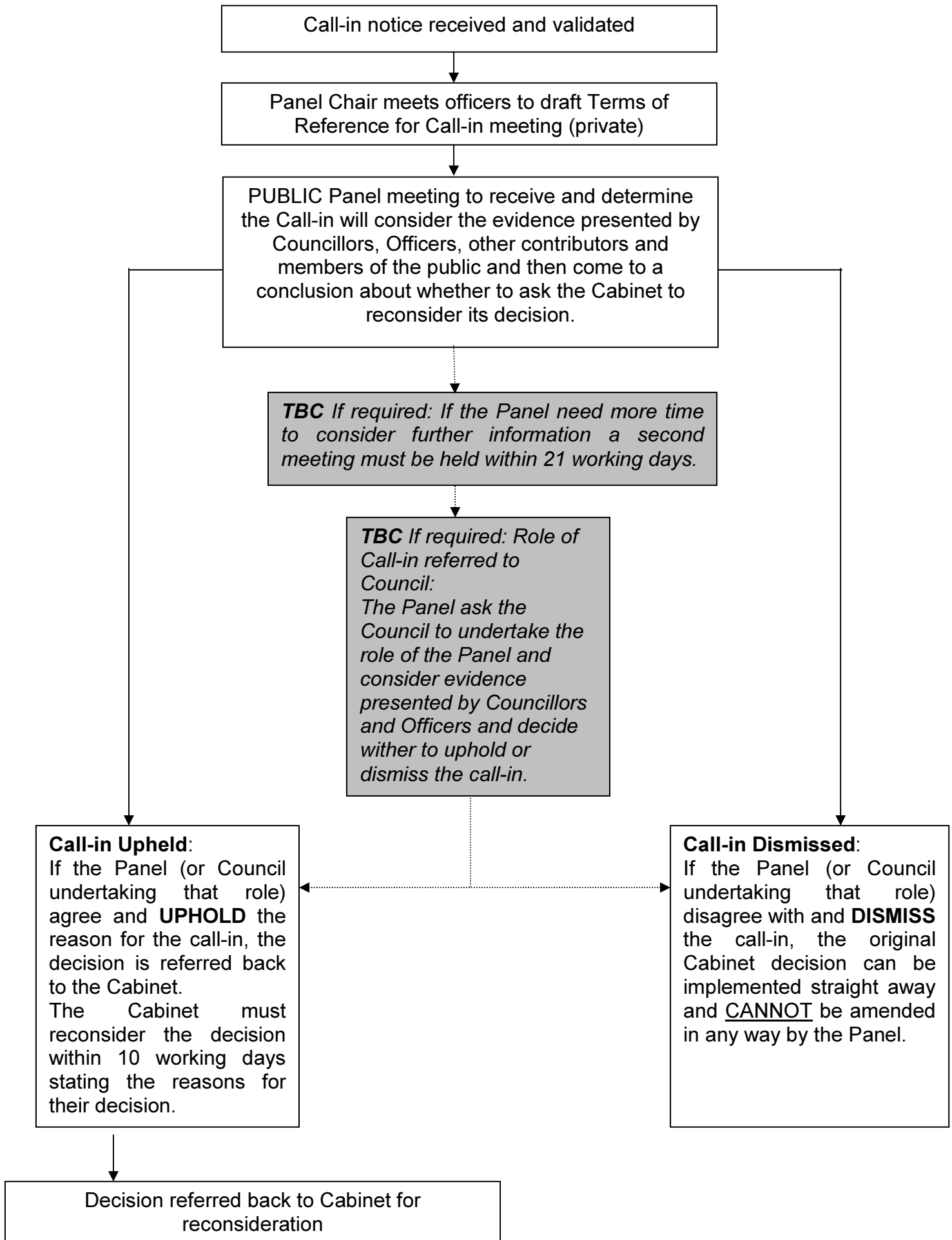
The decision made by the decision maker after considering the report of the Overview and Scrutiny Panel shall be final and will be implemented immediately. There is no further opportunity for “call-in” of the decision.

RULE 5 – EXCEPTIONS TO “CALL-IN”

The rights under this Procedural Rule shall not apply in the following circumstances:

- when the executive decision is urgent as defined in the Urgency Procedure Rules within this Constitution
- the effect of the call-in alone would be to cause the Council to miss a statutory deadline
- a decision taken under the General Exception and Special Urgency Access to Information Rules [Part 4B, rules 15 and 16].

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APPENDIX 5 - TERMS OF REFERENCE

Call-in the Cabinet decision: E2439

Introduction

At the Cabinet meeting on the 10th April 2013 decision (E2439) was taken by the full Cabinet based on whether to implement bus priority measures in Dorchester St, Manvers St and Pierrepoint St, Bath.

On 18th April 2013 a call-in notice was received and validated on the 19th April 2013, signed by 13 Councillors, objecting to this decision. The reasons given for the call-in were as follows:

We believe this decision will result in additional traffic problems on roads within Bath whilst producing little benefit in meeting the Council's aim of reducing congestion and pollution and should therefore not go ahead before the Council has agreed upon a Transport Strategy for Bath.

We believe that the Cabinet has not taken adequate note of the results of the Council's consultation, which showed 62% of respondents to be opposed to a closure of Dorchester St to cars.

We are concerned about the displacement of traffic onto neighbouring roads and the additional congestion this will cause, in particular the additional 160 cars per hour anticipated to use the A36 and 130 cars per hour anticipated to use North Parade at the inner-peak. We have serious concerns that the Cabinet has ignored the Officer advice over the proposal's detrimental impact on the A36 at the evening peak rush-hour, ignoring the Officer recommendation that the bus gate should be operative until 4pm and instead agreeing a 6pm finish.

We are particularly concerned about the timing of the proposals and believe the Cabinet is undertaking the wrong sequence of policy making. The proposals will impact on Rossiter Road during the period that work is expected to take place on the Rossiter Road traffic project, and have been agreed prior to the Council completing work on producing a Transport Strategy for Bath.

We question the benefits of the proposals to walkers, cyclists and buses given that the restriction will only be in one direction and operate only between the hours of 10am and 6pm.

We are concerned at the length of the traffic experiment and believe that such a trial could be reviewed within a far shorter time frame than 18 months. We are also concerned that it is unclear by what measure the plans will be deemed a success at the end of the trial period.

In conclusion, we are not convinced of the benefits of the decision and are deeply concerned about the detrimental impact of the plans on Bath's wider road network. We

therefore believe the proposals should be abandoned until work on Rossiter Road and the Council's Transport Strategy have been completed.

Relevant O&S Panel

The 'call-in' request has been referred to Bath & North East Somerset Council's Planning, Transport & Environment Policy Development and Scrutiny panel to review the decision.

The Panel must hold their first meeting within 14 working days after receiving a validated call-in request (i.e. by 10th May).

Call-in Meeting

At the Panel meeting on 7th May 2013 the Panel will investigate and determine the matter. They will assess in detail the reasons for the Cabinet decision and consider the objections stated in the call-in notice via a range of information from Councillors, Officers and members of the public (further details below).

Objective

The objective of the Call-in review is to determine whether or not the decision made by the Cabinet not to proceed with bus priority measures in Dorchester St, Manvers St and Pierrepont St, Bath should:

- Be referred back to the Cabinet for reconsideration [**'Uphold' the call-in**]
- Proceed as agreed by the Cabinet [**'Dismiss' the call-in**], or
- Be referred to Full Council to undertake the role of the Panel [*the ultimate decision would still remain with the Cabinet*].

Method

To achieve its objective, the Panel will investigate the original decision and the objections stated in the call-in notice. The Panel will hear statements from members of the public who have registered to speak about both the substance and processes behind the decision. Public statements will be limited to 3 minutes per speaker. It will also require attendance and/or written submissions from:-

- Representative Councillor(s) for the call-in request - Cllr. Tim Warren
- Representative Councillors from the Cabinet – Cllr. Roger Symonds

Outputs

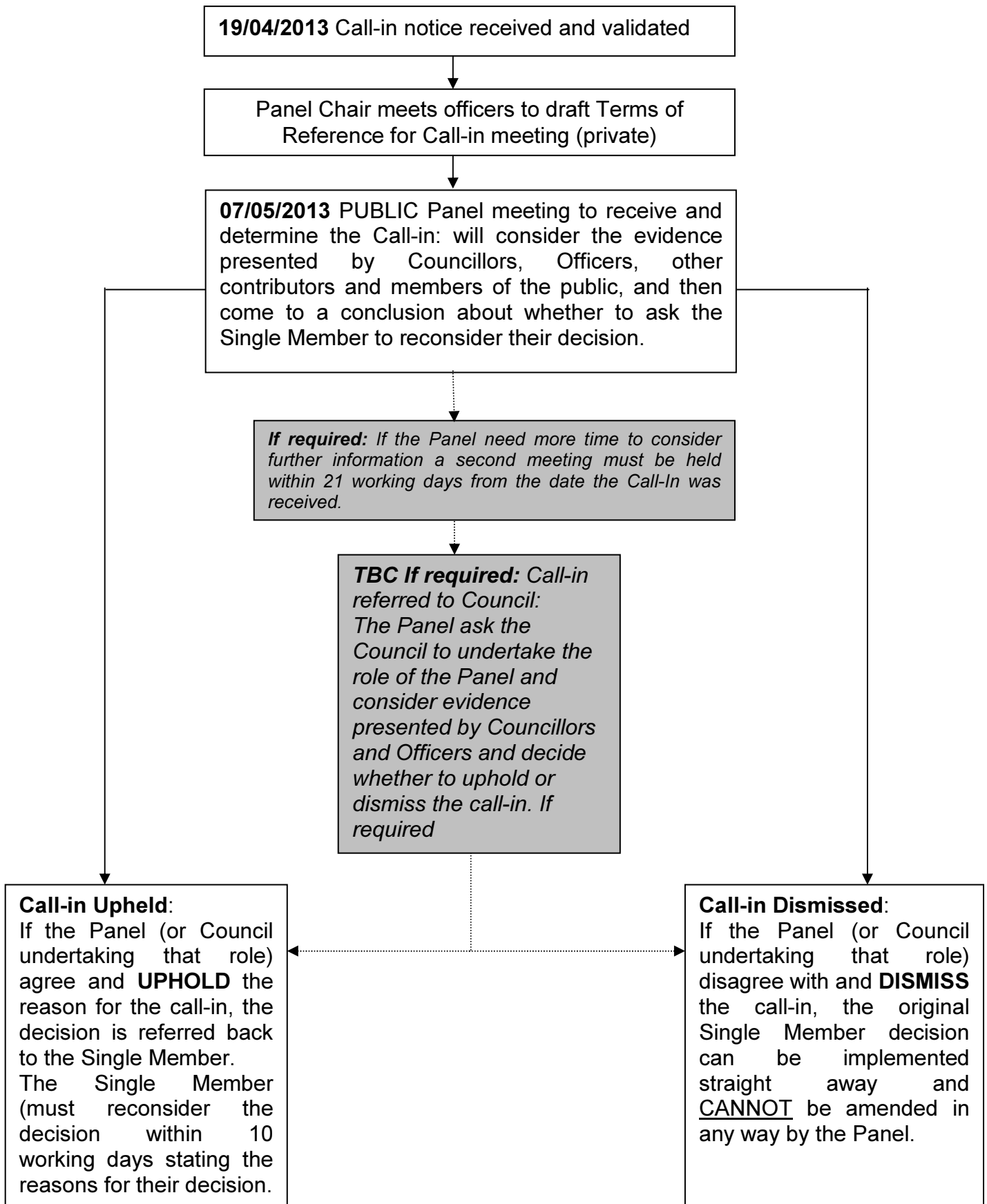
The Panel's view and supporting findings will be made publicly and will include:

- Minutes & papers from public Panel call-in meetings.
- A summary note will be provided, setting out the result of the call-in meeting

Constraints

- **Timescales.** The Panel must hold its initial meeting within 14 working days to consider the call-in request. The Panel has a total of 21 working days to reach its decision.
 - **Initial Public Meeting must be held by 10th May 2013.**
 - **If meeting adjourned, a second public meeting must be held within 21 working days i.e. 21st May 2013.**
 - **If referred back to the Cabinet, without an adjournment, a response must be received by 21st May 2013.**
 - **If the meeting is adjourned and then referred back to the Cabinet Member a response must be received within 10 working days of the reconvened meeting.**
 - **If referred to Council, a Council meeting will be arranged at the earliest opportunity**
- **Resources.** The call-in process must be managed within the budget and resources available to the Panel.
- **Council Constitution.** Part 4E, Rule 13 requires that “*Where an Overview and Scrutiny Panel makes a recommendation that would involve the Council incurring additional expenditure (or reducing income) the Panel has a responsibility to consider and / or advise on how the Council should fund that item from within its existing resources*”. Section 3.1 of the cover report (formal agenda papers) provides further explanation.

Key Dates for the Call-in



Bath & North East Somerset Council	
MEETING:	Planning, Transport & Environment Policy Development and Scrutiny Panel
MEETING DATE:	7th May 2013
TITLE:	Bath & North East Somerset Placemaking Plan Launch Document
WARD:	All
AN OPEN PUBLIC ITEM	
List of attachments to this report:	
Annex 1: Bath and North East Somerset Placemaking Plan Launch Document	

1 THE ISSUE

- 1.1 The purpose of the Placemaking Plan is to facilitate the delivery of key development sites and in a way that meets community aspirations. The Placemaking Plan will complement the strategic framework in the Core Strategy by setting out detailed proposals for identified development sites including the new urban extensions proposed in the Core Strategy.
- 1.2 In the Somer Valley and the rural areas, where specific locations are not identified in the Core Strategy, the Placemaking Plan will provide a vehicle to work with local communities to identify appropriate development sites as needed.
- 1.3 The plan is intended to be produced in a collaborative way drawing on the principles set out in the Council's emerging Local Engagement Framework reported elsewhere on this agenda. This will ensure that B&NES work closely with local communities and other key stakeholders to identify valued assets for protection, opportunities for development and necessary infrastructure requirements.
- 1.4 There is an aspiration to adopt the Placemaking Plan by the end of 2014, and this is acknowledged as a very ambitious programme. The details of the collaborative process of producing the Placemaking Plan will need reflect this target programme.

2 RECOMMENDATION

The PTE Scrutiny Panel is asked to provide any comments on:

- 2.1 the Placemaking Plan Launch Document;

- 2.2 the broad programme of activity and actions contained in the introduction of the Launch Document; and
- 2.3 the collaborative approach that the Council is proposing to take with the production of the Placemaking Plan.

3 FINANCIAL IMPLICATIONS

- 3.1 The preparation of the Placemaking Plan will be funded from the LDF budget. Primary costs are the need to secure essential evidence and specialist expertise on selected issues, and on the implementation of a comprehensive and collaborative process. The LDF Budget is funding the preparation of the Core Strategy, the Placemaking Plan, the CIL and the Gypsy & Travellers Plan and their programmes will need to reflect the available resources
- 3.2 The cross service nature of the site development work will require close collaboration between services and the appropriate arrangements are being established to enable this. This is particularly important given the ambitious programme for adoption.
- 3.3 The Placemaking Plan also needs to be prepared in partnership with local communities and stakeholders which will have different capacities to participate.

4 THE REPORT

Background

- 4.1 Purpose of the Placemaking Plan is to complement the strategic policy framework in the Core Strategy. Within the context of the National Planning Policy Framework (NPPF), the Placemaking Plan will:
- facilitate the delivery of key development sites by providing the necessary planning and site requirements to meet Council objectives (e.g. Economic Strategy, the City of Ideas)
 - safeguard and enhance the quality and diversity of places in B&NES and identify opportunities for change.
 - be prepared in a collaborative way to ensure that it responds to the aspirations of local communities in line with the Council's emerging Local Engagement Framework.
 - address how infrastructure requirements will be met and how other obstacles to the delivery of development sites will be overcome. It will update the B&NES Infrastructure Delivery Plan

be prepared to be aligned with the production of the Community Infrastructure Levy (CIL)

Key Sites

- 4.2 For the redevelopment of brownfield sites the Placemaking Plan will provide the necessary policy clarity on the nature and mix of uses; the quantum of development; design requirements; how sites relate to their surroundings and the role that different sites play in delivering a co-ordinated spatial strategy. For the additional housing areas proposed in the Core Strategy, the Placemaking Plan will set out more site specific detail and act as the vehicle for determining the revised Green Belt boundaries. The Placemaking Plan will set safeguards to ensure the harm to the environment is minimised and that development is well integrated and makes a positive contribution to local communities.

Site identification

- 4.3 In the Somer Valley and the rural areas where specific sites are not identified in the Core Strategy, preparation of the Placemaking Plan will require close working with local communities to identify appropriate sites for development within the context of the Core Strategy as well as to identify key assets to be safeguarded. However in light of the limited weight that can be attributed to the Core Strategy in advance of the Inspector's report due later this year, there will still be pressure for new development linked to the National Planning Policy Framework (NPPF) in the interim.

Policies

- 4.4 The Placemaking Plan will include a suite of Development Management policies which will be used to assess and determine planning applications. This provides a timely opportunity to respond to the NPPF and to develop positive and proactive policies to address key issues arising from both the NPPF and the Core Strategy. This is also the chance to review the adopted Local Plan policies which are becoming increasingly out of date and to consider if there are any new policies needed.
- 4.5 Policies to be reviewed will include those relating to design, housing density, minerals, nature conservation, historic environment, landscape and environmental protection. A more detailed policy framework will also be developed for Green Infrastructure which will provide the catalyst for promoting healthy and active lifestyles, high quality, multifunctional and connected open spaces, opportunities for local food cultivation as well as protecting and enhancing biodiversity. A policy framework to enable a shift to more sustainable modes of transport is also a key policy area to develop.

Delivery

- 5.6 One of the primary purposes of preparing the Placemaking Plan is to facilitate delivery of new development to meet the Council's objectives. The Placemaking Plan will do this by clarifying the planning requirements, addressing solutions to development obstacles, taking account of viability and taking a strategic view of infrastructure requirements. It will be prepared alongside the preparation of the CIL, the Infrastructure Delivery Plan (IDP) and a review of the S.106 planning obligations SPD to enable a coherent strategy.

Programme

- 5.7 The programme for producing the Placemaking Plan is to be finalised, but it will target adoption by the end of the 2014. This is acknowledged as a very ambitious programme that will require a concentration of corporate resources if it is to be achieved.
- 5.8 The collaborative approach to the production of the Placemaking Plan, whilst recognised as being essential to the quality of the outcome, will also need to be modified to take account of the accelerated programme. This process will need to be designed and communicated very clearly to communities and stakeholders so that we can maximise the benefits of a collaborative approach, within the confines of a very ambitious programme for delivery.
- 5.9 The aspiration to adopt the Placemaking Plan by the end of 2014 has the political support of the cross party LDF Steering Group, who recognise the benefits that the Placemaking Plan will provide to the communities of Bath and North East Somerset, and to enabling the delivery of corporate priorities such as the Enterprise Area, and housing delivery. They support the collaborative approach towards the production of the Placemaking Plan, whilst recognising the need for this to be tempered with the demands of the programme.
- 5.8 Whilst the Council's immediate plan-making priority is to focus on the Core Strategy hearings up to July 2013, the next six months is a critical stage in the preparation of the Placemaking Plan. The objective is to ensure the appropriate evidence is available to understand relevant issues; consider policy and alternative options; and collaborate with local communities. This will lead to the production of options for broad consideration and consultation. The significant variation in the nature of the district as well as the difference in policy requirements will lead to different approaches and range of options across B&NES.
- 5.9 Using the results from the Options consultation, the Council will prepare a draft Plan in collaboration with local communities and stakeholders for formal public consultation. This plan, along with the comments received, will be submitted for examination by an independent inspector. The weight that can be attributed to the Plan will increase as it progresses; gaining substantive weight once the inspector's report is received.

The Launch Document

- 5.9 The involvement of local communities and stakeholders in the preparation of the Placemaking Plan is crucial in order to produce an effective and deliverable plan, but this will need to be tempered given the ambitious programme for adopting the Placemaking Plan. This is particularly important in those places where significant change is expected or where there is the need to identify development sites. The purpose of the Launch Document is to stimulate discussion and to facilitate collaboration and joint working at an early stage in the process. The Launch Document sets out the proposed scope of the Placemaking Plan, the key issues to be addressed and an overview of how B&NES will work in collaboration with local communities.
- 5.10 The Launch Document sets out the timetable for the preparation of the Placemaking Plan to guide the input from local communities and what needs to

happen at different stages. B&NES will facilitate the input from local communities through a range of activities described in the Launch Document as appropriate, such as:

- informal discussions with different stakeholder and interest groups;
- holding bespoke events and workshops;
- using existing mechanisms such as Bath City Conference;
- assistance with, identifying and protecting valued assets, generating placemaking principles and site requirements, identifying infrastructure requests and priorities; and
- providing information, advice and guidance to local communities eg the Toolkit approach presented to the Parish workshop in February 2013.

5.11 These activities will vary from place to place as summarised. In the parished parts of the District, B&NES has already begun to work with local communities. However in Bath, more consideration will need to be given to how the Council will work with local communities to enable participation in the development of the Placemaking Plan. B&NES Council will take the lead on working up more detailed proposals for the urban extensions but in collaboration with relevant local communities. This work will be aligned with the Council's emerging Local Engagement Framework to ensure join-up between engagement work in localities

5.13 B&NES cannot offer direct financial resources to local communities but can offer help in a range of other ways including securing access to Government grants for local planning work. The Council held a workshop in February 2013 to initiate work with Town and Parish Councils on the Placemaking Plan. The Council can assist local communities with toolkits to undertake local character and site assessments which will help to identify important local assets for protection, areas for enhancement and management of change. This will assist in the identification of appropriate development opportunities and the review of Housing Development Boundaries. B&NES can also provide information on aspects such as population, housing stock survey, traffic data and housing need.

5.14 The role of the development industry also needs to be recognised in the preparation of the plan in order to ensure deliverable and viable proposals and the emphasis in the Localism Act that developers undertake early engagement with communities on large development schemes.

The Placemaking Plan & Neighbourhood Planning

5.15 The Localism Act 2012 seeks to devolve a degree of plan-making to local communities in order to facilitate new development. Local Communities can prepare a Neighbourhood Plan but it must be in conformity with the District Council's Plan and the NPPF. The focus of the workload is on the community, including plan preparation, evidence preparation and examination and not all areas have the capacity to support this. Funding for Neighbourhood Planning only covers cost if a Neighbourhood Plan is successful at examination. Grants are available for communities but these are limited nationally. Resources will limit B&NES' ability to facilitate Neighbourhood Plan preparation and is therefore proposing to work in collaboration with local communities via the Placemaking Plan.

- 5.16 The Placemaking plan can achieve the same ends as Neighbourhood Planning but in a more efficient and cost effective way and in the same time-frame. The Placemaking Plan route will enable B&NES to assist in community engagement, lead the examination process negate the need for a local referendum and associated campaigning and offer technical support.

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

a) An EqIA has not been completed as the launch of the Placemaking Plan represents the first stage in its preparation and no policy direction is being proposed at this stage. The Placemaking Plan will be prepared in the context of the parent document, the Core Strategy, for which an EqIA has been completed.

8 CONSULTATION

- 8.1 *Ward Councillor; Cabinet members; Parish Council; Town Council; Trades Unions; Policy Development and Scrutiny Panel; Staff; Other B&NES Services; Service Users; Local Residents; Community Interest Groups; Youth Council; Stakeholders/Partners; Other Public Sector Bodies; Charter Trustees of Bath; Section 151 Finance Officer; Chief Executive; Monitoring Officer*

- 8.2 The introduction to the launch document in Annex 1 sets out the proposed approach to public engagement. The Plan must also be prepared in a way which fulfils the duty to co-operate, including consultation with prescribed consultees.

9 ISSUES TO CONSIDER IN REACHING THE DECISION

- 9.1 *Social Inclusion; Customer Focus; Sustainability; Human Resources; Property; Young People; Human Rights; Corporate; Health & Safety; Impact on Staff; Other Legal Considerations*

10 ADVICE SOUGHT

- 10.1 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.

Contact person	<i>David Trigwell, Divisional Director - Planning and Transport, 01225 394125</i> <i>Simon de Beer, Policy & Environment Manager, 01225 477616</i>
Background papers	<i>Submitted Core Strategy</i>
Please contact the report author if you need to access this report in an alternative format	

ANNEX 1: B&NES PLACEMAKING PLAN LAUNCH DOCUMENT

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ANNEX 1: PLACEMAKING PLAN DRAFT LAUNCH DOCUMENT

Bath & North East Somerset's Placemaking Plan is launched.....

- What contribution can sites make to the places we want in Bath and North East Somerset?
- What key assets should be protected or enhanced?
- How can you be involved in the discussion?

The **Placemaking Plan** will complement the Council's **Core Strategy** by setting out the development aspirations and the planning requirements for the delivery of key development sites and updating and reviewing the planning policies used in the determination of planning applications. It will focus on creating the conditions for better places, and on providing greater clarity to enable developments to be delivered. It provides the detail to show how development can benefit and enhance local communities.

www.bathnes.gov.uk/placemakingplan

Placemaking Plan

Creating the conditions for better places and developing a framework for delivery

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Placemaking Plan

Creating the conditions for better places and developing a framework for delivery

Context

What is the Placemaking Plan?

The purpose of the Placemaking Plan is to complement the strategic framework in the **Core Strategy** by setting out detailed development principles for identified development sites and other policies for managing development across Bath and North East Somerset. The Core Strategy forms part one of the Local Plan. The Placemaking Plan, as Part Two of the Local Plan, now needs to set out a robust and positive planning policy framework to promote and deliver high quality, sustainable, well located development supported by the timely provision of necessary infrastructure and to ensure the aims of national and local sustainable development agendas can be met.

Like the Core Strategy, the Placemaking Plan will be prepared in the context of **the National Planning Policy Framework (NPPF)** and facilitate the delivery of key Council strategies such as the Green Infrastructure Strategy, Economic Strategy and the City of Ideas. There are a wide range of other corporate initiatives and strategies, including those related to development and regeneration, transport, housing, education, cultural development, climate change, as well as many others that will heavily influence the evolution of the Placemaking Plan. These initiatives, where they are supported by robust evidence and previous stakeholder engagement, will contribute significantly to the aspirations for development sites and the planning requirements that will eventually be set out in the Placemaking Plan.

Once adopted, the Placemaking Plan, will ensure a robust and up to date planning policy framework is in place for the period up to 2029.



Placemaking Plan

Creating the conditions for better places and developing a framework for delivery

What the Placemaking Plan will do?

The Placemaking Plan will:

- create the conditions to achieve better places whilst protecting environmental assets particularly sensitive to change
- facilitate the delivery of key development sites in Bath and North East Somerset by providing the necessary policy guidance and site requirements to meet Council objectives
- help to stimulate development and enable the delivery of planned growth and economic potential
- safeguard and enhance the quality and diversity of places in B&NES and identify opportunities for change
- in response to good practice and the localism agenda, be prepared in a collaborative way with key stakeholder and local communities. The process of producing the Placemaking Plan is intended to nurture a long lasting collaborative partnership with the communities of Bath and North East Somerset
- act as a focus and a catalyst for getting key agencies and landowners to work together
- address how infrastructure requirements will be met and how other obstacles to the delivery of development sites will be overcome and ensuring infrastructure provision is aligned with development
- be prepared to be aligned with the production of the Community Infrastructure Levy (CIL)

What is Placemaking?

Placemaking is a multi-faceted approach to the planning, design and management of new development and public spaces. It is fundamentally about responding to the context of a place, through an understanding of its evolution, its functionality, and its impacts. It is then about delivering change that works towards achieving its environmental, economic and social potential.

It capitalises on a local community's assets, inspiration, and potential, ultimately creating good places that promote people's health, happiness, and well-being. Placemaking is both a process and a philosophy. Crucially, it involves working in a collaborative way with those who live and work or have an interest in Bath and North East Somerset to discover what their needs and aspirations are and how these can be addressed through the Placemaking Plan.

What sort of places do we want in Bath and North East Somerset?

What planning policies do we need to achieve this?

Core planning principles

Placemaking Plan

Creating the conditions for better places and developing a framework for delivery

Firstly national planning policy identifies a number of core planning principles which should underpin all plan-making and these will need to be reflected in the preparation of the Placemaking Plan. They are in brief:

- Empowering local people to shape their surroundings
- Being creative in finding ways to enhance and improve places in which people live their lives
- Proactive in driving and supporting local economic development to deliver homes, business, infrastructure and thriving local areas
- Securing high quality design and amenity for existing and future occupants
- Take account of different roles and characters of different areas
- Support the transition to a low carbon future in a changing climate
- Conserve and enhance the natural environment and reduce pollution
- Encourage the effective use of land
- Promote mixed use development and encourage the multiple benefits from use of land in urban and rural areas
- Conserve heritage in a way appropriate to their significance
- Actively manage patterns of growth
- Seek to improve health, social and cultural well-being for everyone

The Core Strategy is key!

Next, in setting out the strategic planning policy framework for the District, the Core Strategy identifies the broad housing and employment numbers, and strategic locations for development. The Placemaking Plan will be expected to help **deliver the strategic objectives** of the Core Strategy:

- *Pursue a low carbon and sustainable future in a changing climate*
- *Protect and enhance the District's natural, built and cultural assets and provide green infrastructure*
- *Encourage economic development, diversification and prosperity*
- *Invest in our city, town and local centres*
- *Meet housing needs*
- *Plan for development that promotes health and well being*
- *Deliver well connected places accessible by sustainable means of transport*

All these objectives are key in delivering high quality, sustainable, well located development and are themes that will permeate through the whole Placemaking Plan. The Place-based and Core Policies in the Core Strategy provide the context for the Placemaking Plan:

Core Strategy

Sets strategic planning framework for

Bath

Keynsham

Somer Valley

Rural Areas

Core Policies set the strategic approach for

- Presumption in favour of Sustainable Development
- Retrofitting Existing Buildings
- Sustainable Construction
- Renewable Energy
- District Heating
- Flood Risk Management
- Environmental Quality: High Quality Design, Historic Environment, Landscape, Nature Conservation
- Green Infrastructure
- Green Belt
- Minerals
- Affordable Housing
- Housing Mix
- Gypsies, Travellers and Travelling Showpeople
- Centres and Retailing
- Infrastructure Provision

Purpose of the Launch Document

The primary purpose of the Launch Document is to spark debate and discussion about detailed planning issues that need to be resolved, and to produce the required research and evidence to ensure we end up with a robust plan. This initial stage in the preparation of the Placemaking Plan provides the catalyst to work with local communities and others involved in the development process. The Launch Document is presented as a **discussion document**, designed for community and stakeholder engagement and to generate the content for the preferred options stage of the Placemaking Plan.

Link with Neighbourhood Plans

Neighbourhood Plans have been introduced by the Localism Act as a new tier of planning policy. They are to be prepared by a Neighbourhood Forum, such as a Parish or Town Council, and they must be in general conformity with the Council's Local Plan (Core Strategy). Each Neighbourhood Plan must go through an examination process and be subject to a referendum amongst the local community.

Placemaking Plan

Creating the conditions for better places and developing a framework for delivery

The Placemaking Plan content and process is being designed to encompass neighbourhood planning activities, enabling local communities to properly input into plan making for their area, but with only one examination process that the Council will take forward, and no referenda required.

How can you be involved in the discussion?

Local community engagement

As already mentioned, the Launch Document has been prepared with collaboration in mind. A **programme of collaboration** with the different communities and stakeholders throughout the district will take place **between June and October 2013**. The output from this collaborative process will inform the preparation and content of the 'Preferred Options' stage of the Placemaking Plan.

The programme **below** provides an overview of key engagement events and activities that are relevant to each of the different Placemaking Areas. The approach will be developed and refined through working with a number of pilot communities; however the priorities of the Council will need to be focussed in those areas of most significant change.

Engagement within the Council

This Launch Document will also form the basis of debate and deliberation *within* the Council. This enables the comments received from external stakeholders to be considered alongside those comments received from different parts of the Council. Many of the events or activities that need to be planned will be undertaken jointly between stakeholders and Council officers. In this way, the Placemaking Plan will be a robust corporate document, reflecting a 'one Council' approach, that can demonstrably be a product of widespread community and stakeholder input.

There are no Parish Councils in the City of Bath and therefore how should the Council work with communities in the City to ensure local views and aspirations are taken into account in the development of sites and formulation of planning policies for Bath?

Placemaking Plan

Creating the conditions for better places and developing a framework for delivery

Overview of External Engagement

Place	Placemaking Area	Activities
Bath	Central Area	<ul style="list-style-type: none"> • Informal and formal discussions with different stakeholder and interest groups. • Organised events and workshops e.g. Drawing on Bath, Bath City Conference • Visioning, identifying and protecting valued assets, generate placemaking principles and site requirements, identifying infrastructure requests and priorities, • Testing ideas • Iterative process
	River Corridor	As above
	Neighbourhood Centres	<ul style="list-style-type: none"> • Bottom up collaborative approach (where possible and appropriate). • Focused on, and asking questions about future of local centres. • Probably grouped under three themes: thriving, specialist, 'struggling'? • Other issues, e.g. major developments MoD sites, Twerton (Twerton Park), and other major issues requiring a bespoke approach.
	Additional housing adjacent to Bath	<ul style="list-style-type: none"> • Weston, Odd Down, Ensleigh • Collaborative approach with neighbouring communities. • Identifying placemaking plan issues that go beyond the principle of development established by the Core Strategy, and the overarching development requirements.
Keynsham	Town Centre	<ul style="list-style-type: none"> • Collaborative working with Town Council on Placemaking Process. • Visioning, identifying and protecting valued assets, generate placemaking principles and site requirements, identifying infrastructure requests and priorities,
	Additional housing adjacent to Keynsham	<ul style="list-style-type: none"> • Parish and Town Council Workshop held on 2/2/13 • Collaborative approach with affected communities. Enabling collaboration. • Identifying issues and options that go beyond the principle of development established by the Core Strategy.
Somer Valley	Town Centres	<ul style="list-style-type: none"> • Collaborative working with Town and Parish Councils on Placemaking Process. • Visioning, identifying and protecting valued assets, generate placemaking principles and site requirements, identifying infrastructure requests and priorities

Placemaking Plan

Creating the conditions for better places and developing a framework for delivery

	Other development sites	<ul style="list-style-type: none">• Parish and Town Council Workshop held on 2/2/13• Collaborative approach with affected communities. Enabling collaboration.• Identifying issues and options that go beyond the principle of development established by the Core Strategy.
Rural Areas	Whitchurch, RA1 & RA2 Villages, others	<ul style="list-style-type: none">• Parish and Town Council Workshop held on 2/2/13• Collaborative and enabling role.• Toolkit approach.• Visioning, identifying and protecting valued assets, generate placemaking principles and site requirements, identifying infrastructure requests and priorities

DRAFT

Development Sites

Introduction

The role of this part of Placemaking Plan will be to create the conditions for the delivery of high quality development on key sites throughout Bath and North East Somerset. It will set out the site specific aspirations, as well as the design, mix of uses, planning and infrastructure requirements to enable these sites to progress. It also adds the detail to the strategic context set by the Core Strategy and will be informed by the other initiatives relevant to each place.

For example, the implementation of the Core Strategy cross-cutting objective on climate change; to 'pursue a low carbon and sustainable future in a changing climate', requires consideration of what each site can contribute, ie:

- What renewable energy opportunities are there for each site?
- How will the site adapt to a future climate?
- How can the particular use of the site be made as low carbon as possible, be it commercial or residential?

It is essential to recognise that the Placemaking Plan should be read as a whole, so that site allocations and policies are considered at the same time. It also needs to be read in conjunction with the Core Strategy, as this forms part one of the Local Plan, whilst the Placemaking Plan is part two.

The launch Document suggests proposals for a number of sites for discussion. These sites have arisen from a number of sources including the Core Strategy, the Council's Strategic Housing Land Availability Assessment (SHLAA) and other sites which are crucial to delivering the Core Strategy. The launch Document provides the opportunity for other sites to be put forward for consideration for allocation.

The Launch Document describes the potential opportunities that these sites offer, floating ideas as a taster and to whet the appetite for further and fuller debate. It is not comprehensive, but is intended to give enough information to stimulate debate and discussion, to elicit responses that can inform the next iteration of the Placemaking Plan, and to form part of the evidence base to demonstrate the options that have been considered.

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Places, groups of sites and individual sites

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Bath Overview

There are a series of significant development opportunities within Bath that need to be taken forward with a vision and aspiration beyond which the city has witnessed since its last transformation over two hundred years ago. This vision and aspiration must however be intelligently applied, informed by a thorough understanding of the qualities of Bath as a place, its outstanding universal value as a World Heritage Site, and its real potential.

Many of the Bath sites that are now being considered for redevelopment are available due to the architectural, planning, development and political failures particularly from the 1950s onwards; when typically the response to context was misunderstood, when cost was often more important than value, and when the need for development trumped the need for quality. The Placemaking Plan advocates a much more sustainable approach to city development.

Enterprise Area

Designated as a key zone for economic growth by the [West of England Local Enterprise Partnership](#), the Bath 'City of Ideas' Enterprise Area has the ability to deliver 65% of the District's jobs growth by 2026 and play a key role in providing much needed accommodation for the area's flourishing high-value business sectors. Supported by infrastructure, Bath in the future will be a city where businesses, academia and creativity combine to create value and enhance the quality of life.

An uncertain and unpredictable global future, requires an approach to planning that creates the conditions for a thriving, flexible and resilient economy; and one that draws upon Bath's unique qualities as a place; as an incubator of innovative thinking, invention and enterprise; and as an attractor of people who aspire to deliver the very best in creative solutions.

To be successful, an approach is needed that responds both to the drive of the city to be a genuine 'City of Ideas', and also to its unique, beautiful and very special environmental conditions.

This position demands fresh thinking, and should be harnessed as a catalyst for a new paradigm in placemaking. These opportunities must not be squandered on short-term financial fixes, or because of fears of entering into uncharted territories. Such approaches work against the essence of the place, and its potential to harness the city's unique and special characteristics that are the bedrock of a sustainable future for the city and the wider Bristol-Bath sub region.

The Core Strategy

The Vision and Spatial Strategy for Bath contained in the Core Strategy provides the overarching planning policy context for the Placemaking Plan.

The Vision *What the spatial strategy is seeking to achieve:*

Bath's natural, historic and cultural assets, which combine to create a unique sense of place of international significance, will be secured and enhanced to maintain the city's key competitive advantage and unique selling point as a high quality environment in which to reside, to live, locate and grow a business, visit and invest.

The scope to further improve Bath's environmental quality will form the foundation of efforts to boost the city's profile as a more competitive and low carbon economic centre. The realisation of a range of development opportunities within the Central Area and Western Corridor Enterprise Area will greatly improve the city aesthetically and also enable Bath to position itself as a more entrepreneurial, innovative, creative and business friendly place. Economic development and productivity will therefore be

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stimulated and facilitated, whilst simultaneously upgrading inherited townscape.

Where possible the built environment will evolve in a more energy and resource efficient manner and renewable and sustainable energy, appropriate to the Bath context will be introduced. Alongside measures to mitigate and adapt to climate change and to pursue a reduced carbon economy, the diversification and growth of a low carbon economy are the key changes that are sought for Bath. The delivery of new housing on brownfield sites is a vital component of the vision and will help to create a more sustainable relationship between the city's labour and job markets and support Bath's economic potential. whilst retaining the integrity of its landscape.

The need for more housing will enable the regeneration of many areas within the city. Where development is needed on the edge of Bath it will be positioned, master planned and designed to sustain the 'significance' of Bath's heritage assets and the integrity of its landscape setting. Parallel investment in public transport infrastructure and walking and cycling routes will keep the city moving and enable more sustainable travel choices to be made.

Bath's already strong identity as a therapeutic place will be enhanced by boosting its performance as an enjoyable city for leisure, recreation and shopping with a vivacious cultural scene and a highly valued green infrastructure network.

The Placemaking Plan will be informed by a range of city specific initiatives that include:

- Economic Strategy
- World Heritage Setting SPD, Bath & North East Somerset Council (2012)
- 'Vision for Bath' work,
- 'City Identity' Project
- Bath Public Realm and Movement Strategy
- The forthcoming Transport Plan for Bath,
- the 'City of Ideas' Enterprise Area
- Green Infrastructure Strategy

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Bath – Central Area Priority Development Sites

Planning Policy Context

Policy B2 from the Core Strategy provides the policy context for the Central Bath area. It sets out the role of the Central Area, provides a series of Placemaking Principles, outlines the key development opportunities, and describes the anticipated scope and scale of change.

The role of the Placemaking Plan is to provide the details, and set out how the redevelopment of specific sites can respond to these characteristics set out in Policy B2.

Cornmarket, Cattlemarket, The Hilton Hotel

Issues and Opportunities

What are the key issues and opportunities available with this site?

Located on a key route into and out of the city centre, the Cornmarket and the Cattlemarket site in particular, and one day potentially the Hilton Hotel, provide significant opportunities to remodel the fabric of this area, providing a more engaging experience that links the upper part of Walcot Street to the city centre.

- What should the vision be for this collection of sites? How should it contribute to the character and appearance of the surrounding area?
- How best to connect the gap between the Podium and the Tramshed development?
- What should the relationship be with the street, the Cornmarket and the river?
- Should the development of this area reinforce the character of Walcot Street (finer grained mix of uses – lots of smaller spaces, fewer bigger) or should it be seen more as an extension of the city centre (larger scale, city centre uses)?
- Whilst redevelopment of the site is to be actively encouraged, what opportunities are there for allowing interim buildings and uses on the site? Are there opportunities for temporary uses that could reflect the character of Walcot Street and encourage business start-ups?

Central Riverside & Recreation Ground

Issues and Opportunities

What are the key issues and opportunities available with this site?

Whilst there are emerging ideas for the development of individual sites such as the redevelopment of the Recreation Ground or the conversion of the voids underneath Grand Parade, the Placemaking Plan could suggest a broader vision for the wider area, one that sets an aspirational context for these proposals to come forward.

Is there an opportunity to view this whole area as a transition from the city centre, through the streets and spaces of Terrace Walk, Orange Grove and Grand Parade, into Parade Gardens and over a new river crossing onto the riverside path and the whole of the recreation ground? This could achieve some of the following:

- A series of integrated, sequential spaces and development opportunities;
- The creation of a green heart to the city, with the river in its centre, as a forum for leisure, recreation, entertainment and culture;
- A 21st century interpretation of the historic ‘pleasure garden’ role of Harrisons Walk’s;
- An inspirational policy context for the development of a new sporting, cultural and leisure stadium (as established in the Core Strategy);
- Safeguarding valued assets and attributes such as the views across from Grand Parade;
- Do you agree with these broad ideas for this area?
- What other aspects should be considered?
- Should a vision for a new and coherent city quarter be worked up as an important part of the Placemaking Plan?

It would require a masterplanned approach which would identify opportunities to radically remodel this part of the river, changing it into a central feature of this area, and improving access to it via multiple points from the city centre

Site configuration will allow for a new sporting, cultural and leisure stadium (as set out in the Core Strategy), together with opportunity to explore the potential for the relocation of part or all of the coach park (thereby releasing the existing coach park site for redevelopment), and potentially a new underground car park (releasing more central car parks for development). What are the implications of these ideas?

This site also has unique potential to build on the Olympic legacy as a low carbon exemplar, with potential for hydro power at Pulteney

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	Weir and for district heating/combined heat and power using the swimming pool as an anchor heat load. It is within the District Heat priority area in the draft Core Strategy.
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Manvers Street

Issues and Opportunities

What are the key issues and opportunities available with this site?

This is a prominent and important area that comprises a number of sites extending from the Grade 1 listed South Parade towards the Bath Spa Railway Station, and sandwiched between Manvers Street and the river. It is part of the Enterprise Area, and forms the setting for the Grade 2* listed St Johns Church. It is an area with high levels of public transport accessibility, and Manvers Street is a key pedestrian route and entrance into the city.

There are a number of poorly designed buildings and spaces that detract from the image and identity of the area. There are also some existing uses such as the Sorting Office that do not capitalise on their position adjacent to the river nor on their proximity to the city centre and high levels of public transport accessibility.

This collection of development sites provides clear opportunities for an employment led, mixed use development that optimises its proximity to Bath Spa train station, and fulfils some of the aspirations for the city's Enterprise Area.

The listed buildings provide a valued asset, that could lend themselves to the creation of a significant new public space that protects the relationship of South Parade to its landscape setting, and provides an appropriate setting to St John's Church.

- The nature of buildings; through their architectural style, their level of innovation, or how the development is delivered and financed, can have significant potential on how a place is perceived. Given the prominence of this area on a key arrival point in the city, what potential is there for development to reflect and articulate the economic development aspirations of the city?
- Should development be delivered on an incremental basis, adding more variety, interest, and more choice? Or should it be comprehensive? What are the pros and cons of these different approaches?

Bath Quays North

Issues and Opportunities

What are the key issues and opportunities available with this site?

The Bath Quays North area essentially comprises the Avon Street Car Park and the Coach Park. There is a significant opportunity for development to stitch this area back into the fabric of the city centre, to enable an expanded city centre, and to improve access for pedestrians to the riverside environment and beyond.

	<p>To achieve this requires careful place shaping, to create the conditions for its regeneration and its successful operation as part of an expanded centre. To provide a network of streets and spaces that seamlessly integrates this area into the city centre and with direct, legible and attractive routes to the river will necessitate the remodelling of adjoining sites. This could enhance the viability and appeal of new development, improving safety for users of new pedestrian routes, and refreshing image of place.</p> <ul style="list-style-type: none"> • Is this aspiration a viable and deliverable approach for the regeneration of this area? • What should the relationship be with the river, and with the South Quays area? • Should buildings reflect the spirit of innovation and new thinking that is the focus of the city's future growth, and also be read as part of the wider city? How distinctive and different should they be? • The mix of uses should respond to its urban location, its key role as part of the Bath Enterprise area, and its location adjacent to the river. Are there opportunities for fine grained and smaller scale employment uses, designed and managed to appeal to targeted small businesses? • Should there be active ground floor uses and a rich mix of other uses in this area, with residential above to optimise the value of a south facing aspect over the river, and to create a destination location as an expansion of the city centre? • What role could this area have in accommodating additional retail capacity as an extension to the city centre?
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Bath Quays South

Issues and Opportunities

What are the key issues and opportunities available with this site?

The site is bordered by the River Avon to the north. Within the wider landscape context and the important views through and over the site, the immediate context of Bath Quays South is made up of a variety of buildings and built forms. Typically of large scale, massing and at a range of heights, these buildings contain a broad mix of uses including business e.g. engineering design, financial services, car showrooms, and residential. Beyond the site to the south, lie the residential areas of Oldfield Park, Holloway, and Bear Flat.

	<p>Buildings in the vicinity tend to form bold relationships with their surroundings; butting up to the rivers edge, and forming a strong edge along the Lower Bristol Road. Many of these represent an important part of Bath’s innovative industrial heritage, contrasting with the city’s more widely known collection of Georgian buildings.</p> <p>This variety of architecturally bold and robust buildings is unusual in Bath and should inform the architectural response to new buildings on the site. Contemporary architecture could contrast with the sensitive conservation of historic buildings and public realm, to create a compelling mix of new build and remodelled historic buildings providing employment led development that can reflect the spirit of innovation and creativity that the site is historically associated with, and which is promoted as its future.</p> <ul style="list-style-type: none"> • Is this a valid and deliverable approach? • Does this site have the potential to act as a catalyst for further investment and interest in the innovation and creative sectors? • What opportunities are there to create new pedestrian and cycling routes through the site, connecting the residential neighbourhoods to the south to the city centre? How important is this issue? • How should development proposals respond positively to the river frontage and provide an engaging experience for users passing through the site, and for enhancing wider cityscape views?
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Bath Western Riverside East

<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<p>The Western Riverside East area comprises Green Park Station, Sainsbury’s, Homebase and their related car parks, the Ivo Peters Way industrial Park, Pinesgate and the associated road gyratory.</p> <ul style="list-style-type: none"> • Whilst the Core Strategy and particularly the Western Riverside SPD provides a policy context for the area, what more detailed information required for this broad area? • What is the vision for this place? E.g. a model sustainable business community or a place for innovative industry and employment? • How should this area be remodelled to better integrate it with the central area, western riverside and the surrounding residential communities? • What should the approach be to the river frontage, to maximise values and benefits, and to increase public
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	<p>accessibility?</p> <ul style="list-style-type: none">• Could the gyratory be removed to enable more development capacity, create more legible development blocks and an enhanced public realm? (Traffic could be routed along the Lower Bristol Road, with two points of access one to serve Bath Western Riverside and the other for access to Midland Bridge).• Should public transport and cycling routes be provided through the site?• How does development best respond to the historical or visual cues of the area, including the setting of Green Park Station, other listed buildings and important or strategic views?• What mix of land uses are appropriate?• Is retail development appropriate in this location, and how might this impact on the city centre? How significant is the risk of diluting the vitality of the city centre? Is there potential for a specialist retail destination that is complementary to the city centre offer?• Is a multi-storey car park potentially appropriate within the area to facilitate the redevelopment of Avon Street car park, or is this too far away from the city centre?• Evening economy – what role should this place play in the evening economy of the city centre?
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Bath Western Corridor / Enterprise Area

Introduction

Bath's Western Corridor section of the Enterprise Area contains a wealth of successful businesses, and a significant number in the sectors of design, engineering and technology, including Rotork, Polamco and Herman Millar. The area also contains a number of derelict and underused sites that have huge potential for transformation, providing inspirational locations for economic growth, set in close proximity to key transport infrastructure, residential communities, and an enhanced riverside environment.

Policy Context

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Policy B3 from the Core Strategy has adopted distinct approaches to development at Twerton and Newbridge Riversides, and also provides the strategic placemaking principles for the area:

- Twerton Riverside has contracted as an industrial location in recent decades. This area is suitable for a broader range of uses and there is scope to redevelop the area to provide new business (B1a-c) premises and housing. The area presents an opportunity to host business that is displaced as a consequence of the residential led development of Western Riverside and the growth of the intensification of the Central Area into BWR East. Whilst Newbridge Riverside will remain the core industrial location, Twerton Riverside can provide additional flexibility. It will therefore necessary to maintain an appropriate level of land in this area for B1c uses alongside office uses and housing.
- Newbridge Riverside will function as Bath's primary location for industrial enterprise, providing about 12 ha of land at Locksbrook Road, Brassmill Lane and the Maltings for a range of activities including advanced manufacturing. There is therefore a presumption in favour of retaining land and premises in the B1 use class where this remains a viable use of land and is supported by market signals that there is demand for continued occupation that cannot reasonably be accommodated elsewhere.

To facilitate delivery of the placemaking principles, where it is considered necessary, the Placemaking Plan will apply policy requirements and design principles to the area and allocated site requirements in relation to land use amount and distribution, conservation of assets, delivery of infrastructure and design principles.

Issues and Opportunities for the broad area

- Enabling Bath to maintain its diversified employment offer by protecting and providing opportunities for a variety of business sectors to thrive, in differently configured employment spaces and in a complementary location to the city centre.
- Enabling / encouraging development proposals to come forward by permitting a broader mix of uses on specific sites and areas which maximise public benefit (environmental enhancement, public transport accessibility). This is to include residential uses.
- Reinforcing the environmental credentials of the area, by:
 - Ensuring that development is built to a low or zero carbon standard, making full use of passive design principles and renewable energy. This would also keep energy costs down for business
 - Enhancing the riverside environment and green infrastructure for the benefit of the local community, and adding to the city's wider offer.
 - Creating more sustainable cycling and pedestrian routes to and through these areas, and locating higher density development in closer proximity to public transport hubs.
 - Retain and Enhance existing heritage assets.

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- Protect key World Heritage Site views connecting the area and green hillsides

The distinct character areas and key site opportunities are as follows:

Twerton Riverside

- (i) Bath Press, Roseberry Place/Dairycrest/Stables Yard. Herman Miller South.
- (ii) Twerton Riverside West / Carrs Wood

Newbridge Riverside

- (i) Locksbrook (including Coach Park, Horstman Gears, Herman Miller Factory and Locksbrook Trading Estate)
- (ii) Brassmill (Including Rotork and Brassmill Enterprise Park).

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Twerton Riverside

Bath Press	
<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<p>The vacant Bath Press building lies to the west of the city centre alongside the Lower Bristol Road and in very close proximity to Oldfield Park Railway Station. Located within the Enterprise Area, this site has an important economic development role to play.</p> <ul style="list-style-type: none"> • Is there an opportunity to create a specific deliverable vision for this area? <p>Whilst the building is not listed it is undoubtedly of local significance and the retention of its façade in any redevelopment is likely to be an important consideration.</p> <p>Redevelopment proposals should ensure that the site’s proximity to Oldfield Park Railway Station, as well as local bus services and cycle routes is optimized. This will impact on the density of development and the type and mix of uses on the site.</p> <ul style="list-style-type: none"> • Which uses make best use of the public transport benefits of this location? • Is a comprehensive master planned approach to site design and development a pre-requisite for development? • Should the 1920’s/30’s factory façade be retained within the redevelopment of the site? • Should development protect northerly views across the site through identification and retention of key view corridors? • Should development enhance walking and cycling routes along the Lower Bristol Road and across between Bath Western Riverside and Moorland Road?

Roseberry Place / Dairy Crest / Stable Yard	
<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<p>Located on the south side of the river, and on the corner of Windsor Bridge Road and the Lower Bristol Road, this area contains a number of small businesses, but are also under-utilised sites providing significant development opportunities for employment led regeneration.</p> <ul style="list-style-type: none"> • What mix of uses are required that optimise its location to sustainable transport infrastructure, complement the Bath Enterprise Area aspirations and relate to the regeneration of Bath Western Riverside and Bath Press? Should this include

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	<p>offices, workshops, retail and residential and what are the specification requirements of these uses? How can development reinforce the relationship between the employment profile and skill base of local people?</p> <ul style="list-style-type: none"> • Should regeneration be delivered as part of an incremental strategy undertaken within a comprehensive masterplan, or be a comprehensive development? What are the viability implications of different approaches? • What opportunities are there to create new connections to the river, and to provide enhancements to the cycle and pedestrian network? For example, connecting the Bristol/Bath cycle route to the 'Two Tunnels' route. • There are opportunities to enable the delivery of elements of the Green Infrastructure Strategy. How can the natural riverbank be enhanced and what opportunities are there to create new priority species habitats? • How should the Placemaking Plan protect key views across the site from Windsor Bridge and the connecting views to hillsides?
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Herman Miller/George Yeo (Lower Bristol Road)	
<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<p>This listed building is situated adjacent to the Lower Bristol Road, between Waterside Court and Polamco, and is currently proposed for conversion into a Lidl supermarket. It may well be the case that planning and development issues are resolved before the Placemaking Plan reaches an advanced stage, but this cannot be guaranteed, neither can the implementation of the scheme.</p> <ul style="list-style-type: none"> • What opportunities are there for the innovative re-use of the listed Herman Miller Building? • How should development provide an active ground floor uses to the main pedestrian routes? • What opportunities are there to enhance the frontage landscape and how should public access to the riverside be arranged? • How can green infrastructure and biodiversity be imaginatively integrated into flood defenses? • How should legible links to Chelsea Road and Twerton High Street local centres be achieved?

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	<ul style="list-style-type: none"> • What opportunities are there for public realm enhancement to Fieldings Road?
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Twerton Riverside West / Carrs Wood

<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<p>This area extends to the west from the Curo headquarters at The Maltings, and contains a number of potential development opportunities adjacent to the river edge all along to the junction with Newbridge Road.</p> <ul style="list-style-type: none"> • What development opportunities are likely to come forward within the plan period, and what detailed planning policy requirements should be put in place to get the best outputs? • What mix of uses are appropriate, and which should be discouraged? • What opportunities are there for enhancing habitat and biodiversity value of riverside? • Towards the western end, what opportunities are there for woodland management and landscape enhancement to improve this route as a key entrance into the city? • Given its green setting, what is the most appropriate form of development in this location? • Is there a realistic potential of creating a pedestrian bridge connection to Brassmill Enterprise area to increase accessibility.
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Newbridge Riverside

Locksbrook

Issues and Opportunities

What are the key issues and opportunities available with this site?

The area presents significant opportunities for economic development, walking and cycling improvements and better connectivity, and green infrastructure.

The majority of the Locksbrook river frontage is addressed by blank walls and undergrowth. There is potential to significantly enhance the quality of the riverside path for walking and cycling, leisure and biodiversity within a coordinated strategy.

The route of the previously proposed rapid transit passes to the north of the employment area. There is an opportunity to harness the unused asset to strengthen the economic, access and environmental quality of the area, and provide a new sustainable transport route for pedestrians and cyclists, which could penetrate through the Western Riverside regeneration area. This would reduce pressure and potential pedestrian and cyclist conflict on the river path.

- How could riverside development present more active frontages and surveillance of the riverside walk in order to work towards achieving comprehensive improvements to the quality and appeal of the river area?
- What new land uses could be introduced to address existing conflicts between residential amenity and employment?
- What criteria should be put in place to manage building heights to respect the existing two-storey context and important views?
- How should north south pedestrian and cycling routes (one by the Herman Millar Building, and one over Weston Island) be enhanced?

Brassmill

Issues and Opportunities

What are the key issues and opportunities available with this site?

This area remains a vibrant centre of manufacturing, distribution and employment, with a variety of industrial and business units. Units to the west end of the Brassmill Lane Trading Estate have fallen into disuse. Many of the existing buildings do not address the river, and Brassmill Enterprise Park presents a poor riverside frontage. It is also adjacent to a residential area and the Bristol / Bath cycle route.

There are clear opportunities for enhancing the image and identity of this area:

- as a place of innovation and world class industrial enterprise through the intensification of some of the existing developed areas, whilst introducing measures to minimize the impact on residential amenity; and
- through making improvements to the riverside environment and wider green infrastructure.
- Does this distinct and partially secluded character area offers the opportunity for larger footprint uses and incremental redevelopment? Where could these go, and how could this be facilitated?
- Is there scope to increase the height of development to an average of three storeys without impacting on the setting of the World Heritage Site from longer views with the strengthening of tree cover. How should the Placemaking Plan best control the height of new development in the area?
- Green infrastructure and habitat creation in this stretch of the river is a priority. Whereas the creation of active frontages is important in the urban riverside setting, the strengthening of its natural quality and wildlife value should lead. How do we best ensure that this is delivered?
- The Bristol-Bath cycle path terminates at Brassmill Lane. Should this be extended along the previously proposed rapid transit route in order to penetrate further into Bath, and to reduce pedestrian and cyclist conflict on the existing riverside path?
- Together with potential development along the Carrs Wood Riverside, are there viable opportunities for new pedestrian connections across the river to link employment and residential communities?

Bath's Neighbourhoods

The Core Strategy recognises the significance of Bath's neighbourhoods, stating that:

Attractive neighbourhoods with successful local centres, good schools, a well-managed green infrastructure network, valued heritage and sustainable transport choices are necessary for economic success, quality of life and social and cultural vitality.

The Placemaking Plan will consider in more detail the role and function of these neighbourhoods, in particular their local centres and infrastructure requirements such as schools. It will introduce an appropriate policy framework that seeks to ensure that the aspirations set out in the Core Strategy can be delivered. Much of this is covered in the development management policy section of this document, but there are also some place specific issues of relevance.

Bath's Neighbourhoods

Generic issues

Issues and Opportunities

What are the key issues and opportunities available with this site?

Bath's Neighbourhoods perform many functions, supporting a range of uses and functions that are part of their character and appeal as places to live. Parks, allotments and other open spaces, small scale employment uses, local shops, amenities and facilities such as schools and church halls, all contribute in important but different ways. Collectively they can support more sustainable lifestyles, ensuring good access to a range of services within easy walking or cycling distance. In many cases they are models of the sort of mixed use environments that planning seeks to create in new development, places that attract different people, at different times throughout the day. It is important that the planning policy framework seeks to maintain and enhance these attributes, rather than to see them lost.

In the Core Strategy, one of the most important expectations for Bath's Neighbourhoods is the delivery of new housing as a contribution to the target of the delivery of around 7000 new homes in the city. Proposals for housing development will generally come forward on previously developed sites, many of which may contain existing employment uses. It is an important role of the Placemaking Plan to manage such change carefully, and to ensure that the loss of such employment sites is not detrimental to the economic aspirations of the city, or to the mixed use vibrancy and functionality of the local area, whilst also delivering housing needs.

- How should the Placemaking Plan seek to maintain the mixed use character of many of Bath's Neighbourhoods?
- What criteria should be applied to assess the existing or potential value of employment sites within Bath's Neighbourhoods?

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	<ul style="list-style-type: none"> • Are there opportunities to introduce more of a mix of uses on some of these sites? • What other uses need to be protected, safeguarded and facilitated through the Placemaking Plan? • Are there particular areas of land that need to be allocated in the Placemaking Plan for particular uses?
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Bath's Neighbourhoods: Local Centres

<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<p>The district and local centres throughout Bath's Neighbourhoods generally perform important functions as centres for their surrounding residential communities. They do however vary in their offer with some providing a comprehensive range of shops, complemented by other services and facilities such as pubs, restaurants and takeaways, other business, libraries, and village halls, whilst others are very limited.</p> <p>Should the different centres be grouped into different types that reflect their current role, and potential opportunities? For example:</p> <ul style="list-style-type: none"> • Vibrant community centres – primarily serving local needs, and including community facilities such as pubs, clubs, cafés, local library, meeting places, community halls, churches, e.g. Moorland Road, Bear Flat, Larkhall, Weston. • Specialist or niche retailing centres – not necessarily meeting local needs, but supporting destination type businesses e.g. Margaret's Buildings, Lansdown Road. • Struggling centres – where occupancy is typically lower than other local centres. Such as on the London Road. What other uses should be permitted in these areas? Should office uses be permitted in retail premises? What about conversion to residential uses? Should shopfronts be maintained / protected (subject to listed building considerations), or should a more permissive approach be adopted? <p>Issues</p> <ul style="list-style-type: none"> • What is the vision for these centres? • Is there a shared vision that can cover the different types of centres?
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	<ul style="list-style-type: none"> • Should there be a specific approach to each or can there be a generic approach within the groupings? • What protection needs to be given to different areas? • What degree of policy flexibility should there be to allow change? • How can policies encourage investment and positive changes in the struggling centres? • Is there an opportunity to identify infrastructure requirements for each local centre, enabling environmental enhancements to be identified?
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Bath's Neighbourhoods:

Major Sites

- University of Bath
- MoD Foxhill
- MoD Warminster Road
- Twerton Park

Issues and Opportunities

What are the key issues and opportunities available with this site?

There are a variety of major sites and issues within Bath's Neighbourhoods that are referenced in the Core Strategy, and which will need to be considered in more detail in the Placemaking Plan.

University of Bath

- How can the Plan ensure that the University of Bath utilises the green belt changes introduced through the Adopted B&NES Local Plan process for providing student housing and other University academic space?

MoD Sites

The Council has produced 'Concept Statements' which contain a vision, and site specific planning and design requirements to guide the redevelopment of the three MoD sites at Foxhill, Warminster Road and Ensleigh. All of these sites have now been sold and it is anticipated that planning applications for their redevelopment will come forward in the near future. The Concept Statements will be used as a material consideration in the determination of these planning applications.

- How should the Placemaking Plan refer to the MoD sites, and in particular the vision, and site specific planning and design requirements contained in the Concept Statements? The inclusion of this policy framework in the

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	<p>Placemaking Plan will afford them more weight in the determination of planning applications.</p> <p>Twerton Park The Core Strategy recognises that Bath City Football Club, who own Twerton Park football stadium, has stated that site will be available for redevelopment during the Plan period. It intends to leave Twerton Park and sell it or facilitate a land swap elsewhere in B&NES on which it can build a new facility. The site will therefore be available for redevelopment as part of a residential/mixed-use scheme during the Plan period.</p> <p>The Placemaking Plan therefore needs to consider how the site can best benefit the local centre of Twerton.</p> <ul style="list-style-type: none"> • What is the aspiration for Twerton High Street, and how can the redevelopment of this site help to deliver this? • What mix of uses might be appropriate for this site? <p>What other major sites are there within Bath’s neighbourhoods that need to be contained within the Placemaking Plan?</p>
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New areas of development adjoining the City

Ensligh & MoD Ensligh

<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<p>The Placemaking Plan will allocate a site for comprehensive residential led mixed use development comprising the Ensligh MOD site and the Royal High School Playing Field land adjoining it.</p> <ul style="list-style-type: none"> • Building on the criteria set out in the Core Strategy and the Concept Statement for the MoD Site, what further detail is needed to ensure these objectives can be achieved? • How can development best be integrated into the existing context? • What criteria are needed to safeguard the landscape and visual impacts of development? • What transport and movement connections are required, and how can public transport be enhanced? • What green infrastructure enhancements should be made? • What community facilities are required either on site or
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	<p>within the existing communities?</p> <ul style="list-style-type: none"> • What are the infrastructure requirements?
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New areas of development adjoining the City

Weston

Issues and Opportunities

What are the key issues and opportunities available with this site?

- Building on the criteria set out in the Core Strategy, what detail is needed to ensure the objectives can be achieved?
- How is it best to identify the most appropriate site for development within the broad location identified in the Core Strategy? And what should the detailed green belt boundary be?
- How can development best be integrated into the existing context?
- What transport and movement connections are required?
- What green infrastructure enhancements should be made?
- What community facilities are required either on site or within the existing communities?
- What are the infrastructure requirements?

New areas of development adjoining the City

Odd Down

Issues and Opportunities

What are the key issues and opportunities available with this site?

- Building on the criteria set out in the Core Strategy, what detail is needed to ensure the objectives can be achieved?
- How is it best to identify the most appropriate site for development within the broad location identified in the Core Strategy? And what should the detailed green belt boundary be?
- How can development best be integrated into the existing context?
- What transport and movement connections are required and how should they be delivered, particularly to existing community facilities provided off site?

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	<ul style="list-style-type: none">• What green infrastructure enhancements should be made?• How should ecological considerations best be managed?• What is the most appropriate way for development to respond to the Wansdyke and its importance as an historic asset?• How should development relate to South Stoke Village?• What are the infrastructure requirements?
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Keynsham

Introduction

The overarching planning policy context for development in Keynsham is set out in the Council's Core Strategy. The Placemaking Plan will provide the necessary policy detail on sites, creating the conditions for the evolution of the town to meet the aspirations set out in the Core Strategy, the 'Futures' work and in Keynsham Town Council's Town Plan.

The process of producing the Placemaking Plan will focus on targeted collaborative working particularly with Keynsham Town Council and other stakeholder and community groups.

The Vision from the Core Strategy for Keynsham, is as follows:

The Vision

What the spatial strategy seeks to achieve.

Keynsham is a historic town that occupies a strategically important location between Bristol and Bath and is therefore well placed to improve and attract investment. It will continue to act as a market town and service centre for the surrounding area. In responding to the loss of a major employer, it will evolve as a more significant business location. Keynsham will expand to accommodate a growing population, ensuring it retains its independence and its separate identity within an attractive rural setting. It will become a more sustainable, desirable and well-connected place in which to live and work, with an enhanced town centre inspired by its heritage, cherished rivers, park and green spaces.

Keys Sites

- Somerdale
- Town Centre sites e.g. Ashton Way Car Park, Riverside
- Ashmead Industrial Estate

- Local Centres:
 - Queen's Road
 - Chandag Road

- Additional Housing Areas:
 - South West Keynsham
 - East Keynsham

Keynsham – Town Centre

Issues and Opportunities

What are the key issues and opportunities available with this site?

The Core Strategy says that change within the town centre will be managed to improve Keynsham's performance and profile as:

- a An important and attractive retail centre, market town and service centre for the surrounding area, inspired by its character and heritage;
- b A more significant business location, encouraging enterprise, creativity and innovation; and
- c A more sustainable, desirable and well-connected place in which to live and work.

Core Strategy Policy KE.2 sets out the scope and scale of change, and establishes a series of placemaking principles for the town centre. Adding the necessary detail to these principles will be the key areas requiring debate and discussion with the community represented by the Town Council and other community and stakeholder groups.

- How can the Core Strategy aspirations and the development aspects of the Town Plan best be achieved?
- What are the appropriate policy instruments to enable the vision for the High Street to be achieved?
- How can the Placemaking Plan provide the policy context that enables the delivery of larger retail units that might encourage a greater diversity of national retailers, whilst safeguarding smaller premises that tend to be more suitable for independent retailers?
- How can the success of the Keynsham Town Hall development as a low carbon exemplar be built upon?
- How can this be delivered alongside the need to safeguard the historic qualities and character, as well as the fine grain, of the High Street?
- How restrictive does the policy need to be to safeguard retail uses, and how permissive to encourage changes to use to complementary uses?
- What development opportunities are there in Keynsham Town Centre that might come forward within the plan period?

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Keynsham – Somerdale	
<p>Issues and Opportunities What are the key issues and opportunities available with this site?</p>	<p>Policy KE2 from the Core Strategy seeks: ‘A new high quality, exemplar, mixed-use quarter at Somerdale, providing significant employment floorspace, new homes, leisure, open space, sport and recreational uses, and that <u>the sequential and exception tests for flood risk would have to be met to justify any dwellings in higher risk parts of the site</u>’.</p> <p><u>The planning application discussions for the redevelopment of this site by Taylor Wimpey are at an advanced stage, and it is likely and indeed hopeful, that this will be resolved before the Placemaking Plan is at a stage to have much influence. However, it is not a foregone conclusion, and there may be a need for a need for more detailed and specific planning policies for the development of the Somerdale site, or is there a sufficient planning policy framework in place already?</u></p>

Keynsham – Ashton Way Car Park	
<p>Issues and Opportunities What are the key issues and opportunities available with this site?</p>	<ul style="list-style-type: none"> • This area has been previously identified as one with potential for residential and retail development to complement the existing offer of the Town Centre. What other uses could be permitted that complement the town centre? • How should planning policies be framed to ensure that wider aspirations for the area are achieved? • How should this area best connect into its surrounding context, in particularly to the High Street, and to Keynsham Railway Station? • How should the design of development physically relate to its surrounding context? • What mix of uses would be acceptable in this area, including the levels of car parking that should be retained?

Keynsham – Riverside and Fire Station	
<p>Issues and Opportunities What are the key issues and opportunities available with this site?</p>	<ul style="list-style-type: none"> • Do the Core Strategy Policies KE1 and KE2 provide enough detail for any potential redevelopment, including changes of use, for the Riverside complex? • What scope is there for the introduction of a range of mixed uses within this area, including residential?

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	<ul style="list-style-type: none"> • How should any redevelopment relate to the park, and the Town Hall redevelopment that is currently underway?
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Keynsham – Broadmead/Ashmead/Pixash Industrial Estate

<p>Issues and Opportunities What are the key issues and opportunities available with this site?</p>	<p>Identified as an area for business activity in the Core Strategy, the aspiration for this area is to retain its core function as an area for business activity, to enable its intensification through higher density business development and to complement the role of the Town Centre. This is reinforced by Policy KE3 that seeks an expansion of this area as an integrated part of the new housing area to the east of Keynsham</p> <ul style="list-style-type: none"> • What planning policies need to be in place to ensure that this aspiration is achieved? • What degree of protection, if any, should be given to the different use classes within this area, e.g. offices (B1), industrial uses (B2) or warehousing and distribution (B8)? • How can this area be used to promote the low carbon economy? • How can planning policies positively support its intensification, whilst protecting valued assets? • How can development in this area be better managed to complement the town centre? • What opportunities are there for this area to be better integrated or made more accessible to the local residential population?
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Keynsham – land adjacent to east Keynsham

<p>Issues and Opportunities What are the key issues and opportunities available with this site?</p>	<p>Land will be removed from the Green Belt by the Placemaking Plan in this broad location in order to provide for development of around 250 dwellings, employment opportunities and associated infrastructure during the Plan period.</p> <p>The Placemaking Plan will identify and allocate the site or sites for development and will define the revised detailed Green Belt boundary. Core Strategy Policy KE3 outlines the</p>
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	<p>planning requirements for this location that will inform the identification and allocation of the site in the Placemaking Plan and delivery of the sites through a planning application.</p> <ul style="list-style-type: none"> • what additional planning requirements should there be? • What are the particular assets of this area that need to be recognised and protected, and which can also be enhanced by new development? • How can development best integrate into the existing community, and how should access be improved to areas such as Ashmead Industrial Estate? • What infrastructure is required from this development, and how can planning policies help to ensure that the local centre at Chandag Road is enhanced and that other local facilities are supported? • What is the best way of providing the educational requirements generated by the new development? • What are the most appropriate natural landscape boundaries that can be used to help define the boundary of the allocated development site? • How can the Manor Road Community Woodland be enhanced and potentially extended as an important asset for the local area? • What potential opportunities are there for a new marina in this area, to the north of the railway line? • What potential planning policy context would be most useful for the Avon Valley Country Park area?
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Keynsham – land adjacent to SW Keynsham

<p>Issues and Opportunities What are the key issues and opportunities available with this site?</p>	<p>Land will be removed from the Green Belt by the Placemaking Plan in this broad location (south of the existing SW Keynsham development site) in order to provide for development of around 200 dwellings, and associated infrastructure during the Plan period.</p> <p>The Placemaking Plan will identify and allocate the site or sites for development and will define the revised detailed Green Belt boundary. National planning policy makes it clear that when</p>
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	<p>altering Green Belt boundaries consideration should be given as to whether land needs to be safeguarded to meet longer term development needs. The Placemaking Plan will consider this issue..</p> <ul style="list-style-type: none">• Is there any scope to identify safeguarded land adjacent to SW Keynsham? <p>Core Strategy Policy KE4 outlines the planning requirements for this location that will inform the identification and allocation of the site in the Placemaking Plan and delivery of the sites through a planning application.</p> <ul style="list-style-type: none">• what additional planning requirements should there be?• What are the particular assets of this area that need to be recognised and protected, and which can also be enhanced by new development?• How can development best integrate into the existing community?• What infrastructure is required from this development, and how can planning policies help to ensure that the local centre at Queens Road is enhanced and that other local facilities are supported?• Are there opportunities to introduce more mixed uses into this area?• What is the best way of providing the educational requirements generated by the new development?• How can the Community Woodland be enhanced and potentially extended as an important asset for the local area?• How should vehicular access be provided in order to manage impact on the town centre and other parts of the local road network?
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Keynsham – Local Centres (Chandag and Queens Road)

Issues and Opportunities

What are the key issues and opportunities available with this site?

What additional planning policies are required to enhance these areas?

How can their retail function be strengthened, and how can their role as centres for the local community be improved?

What opportunities do nearby developments provide for these local centres?

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Somer Valley

Introduction

The overarching planning policy context for development in the Somer Valley has been set out clearly in the Council's Core Strategy. This was informed by the 'Brighter Futures Community Plan' produced by the Somer Valley Partnership, and by the 'Future for the Somer Valley' vision. These provide the aspiration and policy context for the Placemaking Plan to add further detail, and create the conditions for positive change.

The process of producing the Placemaking Plan will focus on targeted collaborative working and bottom up planning with the local stakeholder and community groups, including the Somer Valley Partnership and the Town and Parish Councils.

The Vision from the Core Strategy for the Somer Valley, is as follows:

The Vision

What the spatial strategy seeks to achieve,

The southern part of the District will become more self-reliant, facilitated by economic-led revitalisation alongside local energy generation, building on its industrial expertise and improving skill levels. Transport connections to other centres, as well as connections between settlements within the Somer Valley area will continue to be improved.

The roles of Midsomer Norton and Radstock Town Centres will be complementary, providing key employment opportunities, services and leisure provision to the communities in the Somer Valley area. Midsomer Norton town centre will continue to be the principal centre with an improved public realm and enhanced townscape and a Town Park. Radstock will continue to provide a focal point for local communities and realise its potential for tourism based on its green infrastructure, mining heritage, cycle ways and attractive rural hinterland. Villages of the Somer Valley will continue to provide for the needs of their local communities.

Key Sites in the settlements within the Somer Valley;

Midsomer Norton

- *Town Centre Sites*
- *South Road car park*
- *Town Park*
- *Welton Packaging Factory*
- *Others...*

Radstock

- *Town Centre sites*
- *Sites at Coomb End*

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Westfield

- Local Centre

Paulton

- Old Mills

Additional Housing in the settlements within the Somer Valley	
<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<p>The Core Strategy identifies this area as accommodating an additional 300 homes over and above existing identified supply (including committed sites, major brownfield sites and windfall sites). Whilst the focus for change will be in the town centres, on vacant and under-used sites, some development on new locations will be required to meet housing needs.</p> <ul style="list-style-type: none">• Which settlements provide the best opportunities for additional development in line with the strategic objectives of the Core Strategy?• What are the valued assets and characteristics of place that need to be protected, or used to influence new developments?• How should the housing development boundaries in Midsomer Norton, Radstock, Westfield, Paulton and Peasedown St John best be amended to accommodate this?• Which sites should be allocated to meet this additional housing need?• What are the design and planning requirements required for each of the sites?• What are the infrastructure requirements for each of the sites?

Midsomer Norton Town Centre Sites	
<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<ul style="list-style-type: none"> • What changes should take place to ensure that the High Street maintains its vitality and viability? Are there any environmental improvements that will make the Town Centre a more attractive for shopping and recreation? • How should the aspirations for the High Street be delivered? • How restrictive does the policy need to be to safeguard retail uses, and how permissive to encourage changes to use to complementary uses? • What other assets of the Town Centre need to be recognised and protected? • How can these assets help to reinforce the image and identity of the place?

Midsomer Norton – South Road Car Park	
<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<p>The Council aspires to redevelop this site for a convenience foodstore with parking in order strengthen and reinforce the retail role and function of the High Street. A current proposal is being actively pursued, and its progress will need to be reflected in the collaborative approach undertaken for this document.</p> <ul style="list-style-type: none"> • What planning policies are required to ensure that development of this site complements and enhances the vitality and viability of the High Street? • What other uses should be promoted or encouraged in this area? • How can this site best be integrated into the High Street area, and how can access for surrounding communities best be improved? • What are the energy opportunities and requirements? • How should this development relate to South

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	<p>Road itself, and how could it act as a catalyst for the development of other sites fronting onto South Road?</p> <ul style="list-style-type: none"> • What levels of public car parking needs to be retained on site, and how should this best be managed?
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Midsomer Norton – Town Park

<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<ul style="list-style-type: none"> • What should the vision be for the town park? What kind of place should be created, and what is its role and function for the immediate and the wider community? • Are there other uses that need to be permitted to help enable the project to be delivered? • What opportunities are there for enhancing green infrastructure connections to the area? • How can access, in particular pedestrian and cycle routes, be improved to ensure that this becomes a valuable and popular recreational facility serving the wider community of the Somer Valley? • What opportunities are there for enhancing the biodiversity value of the area?
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Midsomer Norton – Welton Packaging Factory

<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<p>The site is allocated in the Local Plan for mixed use residential and business uses, to include about 100 dwellings and provision for public rights of way within the site.</p> <ul style="list-style-type: none"> • What is the vision for this site and how can the Placemaking Plan help to ensure it is delivered? • What mix of uses should be allowed on this site as part of a comprehensive scheme and to enable delivery of employment uses? • Should the site also continue to have an employment role? • What would be the opportunities and requirements for low carbon industry here?
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	<ul style="list-style-type: none"> • What green infrastructure opportunities are there? • How can this site be designed to improve access, in particular pedestrian and cycle routes, for the wider community of the Somer Valley?
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Radstock Town Centre Sites

<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<ul style="list-style-type: none"> • What are the appropriate policy instruments to enable the vision for this area to be achieved? How restrictive does the policy need to be to safeguard retail uses, and how permissive to encourage changes to use to complementary uses? • How should the aspirations be delivered? • What assets, over and above those identified in the Core Strategy, need to be recognised and protected? • How can these assets help to reinforce the image and identity of the place?
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Radstock - Coombend

<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<p>Issues</p> <ul style="list-style-type: none"> • This is a complex part of the town with different uses cheek-by-jowl, sometimes incompatibly. In places there is a degraded environment. There are a number of redevelopment opportunities which could bring environmental improvements that could be made, whilst recognising the valuable employment opportunities that the area provides. What should the long term role of this area play within the town? • What changes are desirable and how important is it to safeguard the existing employment opportunities of the area? • Are there opportunities to introduce other uses such as residential? • How can environmental improvements be secured
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Westfield	
<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<ul style="list-style-type: none">• How can the local centre best be enhanced, and what policy framework is required to do this?• Is there a need for more site specific policies to manage change within the existing employment areas?• How can access, particularly for pedestrians and cyclists, best be improved to local facilities?• What local infrastructure requirements can be identified, and what are the options for ensuring that these can be delivered?

Paulton – Old Mills	
<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<ul style="list-style-type: none">• What is the vision for this area and how can the Placemaking Plan help to ensure it is delivered?• How can employment best be secured?• Should a mix of uses be allowed on this site as part of a comprehensive scheme and to enable its delivery?• What opportunities are there for renewable energy?

Rural Areas

Introduction

The diversity of the rural areas of Bath and North East Somerset is recognised by the overarching policy framework provided by the Core Strategy. The task of the Placemaking Plan, particularly through the process of continuing the targeted collaborative work with the local communities and the Parish Councils, is to reveal this diversity in more detail, to better understand the aspirations of different places, explore their potential, identify development opportunities, and to understand the appetite for change.

The approach of the Placemaking Plan will need to be tailored to the different types of settlement throughout the rural areas, although there will be universal placemaking principles that will apply to all settlements. However, it is also essential to recognise that the Council has limited resources and must focus these in those areas with the most significant levels of change. The approach that the Council will take with those rural areas of little change will be very much a light touch, limited to the provision of templates and proformas as detailed below. For those areas with more significant levels of change, the RA1 and RA2 villages in particular, the Council will seek to be more proactive.

The collaborative work on the Placemaking Plan began with a workshop with the Parish Councils at the beginning of February 2013. This event identified the support for the Placemaking Plan approach, and the willingness of most of the Parish Councils to work together to achieve these aims. It is therefore proposed to:

- hold joint workshops and training exercises with those Parish Councils that share similar development pressures, characteristics or geographic identity;
- to encourage clustering of Parish Councils for the purposes of contributing to the content of the Placemaking Plan; and
- to provide a consistent Placemaking Plan 'proforma' and questionnaire that can help with the generation of an appropriate evidence base.

Placemaking Plan: Rural Areas

Rural Areas

<p>Issues and Opportunities What are the key issues and opportunities available with this site?</p>	<p>The Core Strategy states that in those villages in the rural areas that meet the criteria of Policy RA1 should each make provision for around 50 dwellings during the plan period. To complement this approach, some limited residential development of around 15 dwellings will be encouraged in villages meeting the Policy RA2 criteria, in those villages located outside the Green Belt and having a housing development boundary (HDB). This will require a review of the HDBs.</p> <ul style="list-style-type: none"> • What are the valued assets within each community? How can these best be protected, and what is the evidence base for protecting them? • What development opportunities are there to: <ul style="list-style-type: none"> ○ <i>Meet future and current housing needs, particularly affordable housing?</i> ○ <i>Support and provide new schools, local services and facilities?</i> ○ <i>Provide local employment opportunities?</i> ○ <i>Address peak oil and reliance on private transport?</i> ○ <i>Improve Broadband speed and communications?</i> • How should Housing Development Boundaries be reviewed? Are they still an important policy tool or are there different approaches that could achieve the aspirations of the Core Strategy and local communities? • Do different settlements functionally relate to each other and are there in benefits in identifying relationships ? • What infrastructure improvements could be made? And how can these be delivered? • What are the sustainable energy, carbon reduction, food growing and climate change adaptation opportunities and requirements? • Small scale employment development may also be appropriate in the RA1 villages and the Placemaking Plan will consider the need to allocate particular sites. How should such sites be
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	allocated, and what planning requirements should be put in place?
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Whitchurch – additional housing development

<p>Issues and Opportunities <i>What are the key issues and opportunities available with this site?</i></p>	<p>Whitchurch is identified in the Core Strategy as an area to accommodate an additional 200 homes, and the Placemaking Plan will identify and allocate a site for development define the revised detailed Green Belt boundary. However, there is a current planning application for housing development in Whitchurch, and another at Horseworld that is anticipated to be submitted imminently. Both these applications would need to demonstrate very special circumstances in relation to green belt policy. If they are approved, either by Bath and North East Somerset Council or on appeal by the Planning Inspectorate, then, within the context of the Core Strategy, the Placemaking Plan will not need to allocate additional land for housing as the need for more housing in this area would have been met. This is likely to unfold during the production of the Placemaking Plan, but in the meantime consideration of an appropriate site to meet the identified housing need should be undertaken.</p> <ul style="list-style-type: none"> • What are the valued assets of the area? • What is the most appropriate location for new development and how should this relate to Bristol • Where should the new Green Belt Boundary be drawn. Is there any scope for safeguarded land to meet longer term development needs • What are the development requirements and what local facilities need to be provided or enhanced?
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Development Management Policies

Introduction

Key to delivering a high quality environment is putting in place a more detailed planning policy framework which will build on the policy themes set out in the Core Strategy. This discussion paper also provides the opportunity to start the process of developing other **positive and proactive policies** to help deliver the objectives of the Core Strategy and to respond positively to changes in national planning policy (NPPF). This is a chance to review the adopted Local Plan policies some of which are becoming out of date and to consider if any new policies needed.

Once developed these policies will be used to assess and determine planning applications and apply district-wide. They will also need to complement and be reflected in the site specific policies. The NPPF makes it clear that *'only policies that provide a clear indication of how a decision maker should react to a development proposal should be included in the plan.'*

The following section sets out what the Council thinks the broad scope of the planning policy framework might be which will be used as the starting point for discussions with the aim of drawing up options for a comprehensive range of Development Management policies for the next stage in the plan-making process.

These are the suggested topic areas for the planning policy framework:

- ★ Responding to climate change
- ★ Sustainable design
- ★ Employment
- ★ Retail and town centres
- ★ Housing issues
- ★ Meeting community and recreational needs
- ★ Green Belt
- ★ Green Infrastructure
- ★ Landscape
- ★ Biodiversity and the natural environment
- ★ Historic environment
- ★ Sustainable transport
- ★ Minerals
- ★ Pollution, health and safety

It is recognised that there are strong links between some of these topic areas with each other and with the site specific policy requirements which will need to be articulated clearly during the development of the Placemaking Plan policy framework at the next stage.

Responding to climate change

Context

The NPPF states that local planning authorities should adopt proactive strategies to mitigate and adapt to climate change. This is echoed in the Core Strategy, which contains the cross cutting objective to pursue a low carbon and sustainable future in a changing climate. Below are suggested approaches to adding detail to the climate change policies in the Core Strategy to enable the aims to be met.

Some overarching principles

Sustainable Construction

- The Core Strategy Policy CP2 sets district-wide sustainable construction standards by requiring certain levels of the full Code for Sustainable Homes to be met. However, specific sites may be able to meet a higher level of the code for sustainable construction and evidence is being gathered to investigate the viability of requirements for higher levels of Code on specific sites. This will form the basis for site-specific standards to be set in the Placemaking Plan.

Renewable Energy

- More detailed policy may be needed to facilitate delivery of the renewable energy targets in Core Policy CP3. The Bath & North East Somerset Clean Energy Strategy, currently under development, will lay out in more detail how these targets can be met and set year on year targets and it could be investigated to see how the planning implications of this Strategy could be included in the Placemaking Plan. The NPPF also suggests local planning authorities help support community-led initiatives for renewable and low carbon energy, including developments outside such areas being taken forward through neighbourhood planning.

Climate Change Adaptation

- Flooding in recent years has had severe impacts on the district and caused loss of life. Climate change is likely to increase the incidence of flooding, but also other types of severe weather such as heatwaves, cold, storms and drought. Development will need to be resilient to the future climate.

Food

- Studies show that climate change may be very disruptive to our global food systems. To be resilient to these changes will mean developing a robust and diverse food system, including local food provision which will also support the rural economy and reduce carbon emissions associated with food transport. A Food Strategy is under development and a growing body of policy and practice can be drawn upon to develop a planning framework that supports sustainable local food production, including but not limited to the points below:
 - Requirement for developments to provide facilities for community and individual gardening and allotments.
 - Requirement for developments to incorporate “edible landscapes” as part of approach to Green Infrastructure

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- Enabling food processing
- Protection of high grade agricultural land

Discussion points

- ★ Bearing in mind what the NPPF says about only including policies which give clear guidance to the decision maker when considering development proposals, how do you think any further climate change related policies should be framed?
- ★ How can the planning system support community-led initiatives for renewable and low carbon energy?
- ★ What types of measures should be included to enable development to be resilient to the future climate?
- ★ How can the production, processing, distribution and retail of local food best be supported?
- ★ Are more precise boundaries needed for the District Heating Priority Areas?
- ★ Should areas be identified for renewable energy projects?

Allotments and local food production

Allotments are not only an important leisure resource but also should be recognised for their value as open spaces especially in urban areas, for their contribution to sustainable development objectives, Green Infrastructure networks, local food production, biodiversity, healthy living, community development and their potential for educational opportunities.

Land in existing allotment loss is currently safeguarded from development unless alternative equivalent provision can be made. The policy also encourages provision of new allotments to replace those lost through development where there is demand and so provides advice in the local context.

There is currently no local planning policy relating to agricultural land and the Council has relied on the detailed guidance in now superseded national policy. The NPPF now simply states that local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land.

Discussion points

- ★ Should a policy that safeguards against the loss of allotment land and seeks the provision of new allotments be included in the Placemaking Plan?
- ★ As agricultural land is one the district's most important resources, in terms of promoting local food production, should there be a policy that safeguarded the best and most versatile agricultural land from development?

Securing sustainable design

Context

National guidance wants Local Plans to set out a robust and comprehensive policy framework in order to guide development. It should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally. It also suggests that local authorities consider use of design codes. The importance which Government attaches to the design of the built environment is stressed in the NPPF *“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”*

Some overarching principles

- Expect highest standards of design (urban form, building, spaces and landscape) and well connected, accessible environments by incorporating sustainable design principles
- Ensure the built and natural environments are well linked and are safe and cohesive
- Make sure all opportunities are taken to enhance local distinctiveness
- Encourage buildings capable of adaptation and/multi-use
- Need to design out antisocial behaviour, crime and reduce the fear of crime
- Design to promote healthier lifestyles and for people to be active outside their homes and places of work
- Ensure all site-specific opportunities to deliver low carbon, climate adapted development are taken in order to meet the aims in the Core Strategy.

We already have Core Strategy Policy CP6, a high level policy for Environmental Quality, and supporting text which stresses the importance of achieving high quality design in Bath & North East Somerset and makes reference to the impact this can have on quality of life by making better places for people to live in, enjoy, work and visit.

Well-designed places have fundamental and far reaching benefits not least improvements in physical and mental health and general well-being. Although there is a raft of detailed design advice at national level, in view of the importance of this issue for Bath & East Somerset, it is essential to develop a policy framework that is specific to this district. The Core Strategy requires Building for Life assessment methodology is used to ensure well-designed homes and neighbourhoods are secured. Now linked to the NPPF, the aim of the recent Building for Life 12 is to stimulate ‘a conversation between local communities, local authorities and developers about creating great places to live’. The Council’s recently adopted Sustainable Construction and Retrofitting SPD is also essential to the debate.

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Discussion points

We need to decide what the key factors in securing sustainable design should be. These are some ideas for what the policy framework could cover: What are your views on this?

- ★ Design to promote healthier lifestyles and for people to be active outside their homes and places of work
- ★ Require high quality design for all new development regardless of size, mass and scale
- ★ Layout and design to be based on a clear understanding and evaluation of the site and its wider context (aesthetic, cultural, social, historic etc.)
- ★ Respond positively to the locality in terms of mass, scale, building form and heights, plot size and materials
- ★ Design, orientation and layout of development should seek to minimise energy consumption, enable the use of renewable energy and be adapted to the future climate (e.g. heat, storm and flood proof).
- ★ Provision is made for the separation and storage of waste for collection and for composting
- ★ Conserve and where possible enhance the historic assets and landscapes and natural features
- ★ Establish a strong sense of place and enhance local distinctiveness
- ★ External lighting not to give rise to unacceptable levels of illumination spillage
- ★ Sensitively designed signage and advertisement taking account of local setting
- ★ Create safe, accessible, legible environments
- ★ Maximum natural surveillance
- ★ Flexible and robust buildings, capable of adaptation and/or multi-use over their lifetime
- ★ Contribution of landscape features in the site/proposal to biodiversity/ecological corridors (support wildlife)
- ★ Links to green infrastructure network - encourage activity
- ★ Pedestrian/cycle links
- ★ Proposal is not overbearing or dominating to safeguard amenity
- ★ Masterplans and design codes required for all major developments
- ★ Public art supported for all major development proposals

Employment

Context

Sustainable growth is one of Government's top priorities for increase in economic productivity and creation of jobs. This is reflected throughout the Core Strategy place-based sections and articulated in Strategic Objective 3 which seeks to encourage economic development, diversity and prosperity. Core Strategy Section 6e *A Prosperous Economy* commits the Placemaking Plan to identifying and allocating sites to meet

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employment space requirements. In order for the Placemaking Plan to be consistent with national planning policy, a more flexible approach to employment and economic development will need to be considered. The NPPF asks that local planning authorities identify 'priority areas' and to review employment land allocations.

Core Strategy aims to deliver parts of the B&NES Economic Strategy:

- A more diverse local economy which offers a greater choice of jobs and which has enhanced its economic resilience whilst retaining its distinctiveness;
- An increase in the economic output of the Bath and North East Somerset economy by facilitating growth in higher-waged, knowledge-based sectors;
- A place where knowledge-based workers (including graduates) can find jobs and where the innovation being developed at our leading education providers can grow commercially;
- A socially inclusive economy with a focus on lifelong learning, increased workforce skills, and continued high levels of economic participation;
- A more sustainable economy with increased local employment, less overall commuting and a reduction in the contribution made by commerce and industry to the carbon footprint of the area.

Some overarching principles

- ★ Make sure there is sufficient land available for meeting employment land requirements
- ★ Identify Priority Employment Areas and safeguard employment sites to developing a prosperous economy and identify other sites to ensure delivery of balanced economic growth
- ★ Re-use brownfield sites before greenfield sites and take advantage of regeneration opportunities which could offer high quality employment
- ★ Boosting a sustainable rural economy
- ★ Identify the broad distribution of employment development across the District
- ★ Promote and support development of the knowledge driven economy as well as innovation, enterprise and entrepreneurial activity
- ★ Support the diversification of the economy and focus growth in rural businesses in the most sustainable accessible locations
- ★ Promote and support the low carbon goods and services sector, one of the few sectors to exhibit robust growth in recent years

The Placemaking Plan also has a key role in implementing the objectives of the Core Strategy and the Economic Strategy principally through the site specific policies.

Discussion points

- ★ Should the Placemaking Plan include a policy (policies) which seeks to safeguard employment land from other uses or should a more flexible approach be adopted?
- ★ In the context of the Economic Strategy what planning policy criteria should be used

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to encourage local and inward investment to meet anticipated needs?

- ★ What types of premises are required to meet the long-term needs of the current and future workforce in a changing economy?
- ★ How should live/work units be encouraged or facilitated? Should this be a requirement of site specific policies in certain locations?
- ★ National planning policy states that local planning authorities should plan positively for locating, promoting networks/clusters of knowledge driven, creative or high technology industries. What type of policy framework could best achieve this?

Development in the Rural Areas

Core Strategy Policies RA1 and RA2 allow small-scale employment development at villages outside the Green Belt within and adjoining the Housing Development Boundary providing it is of an appropriate scale, character and appearance. The Core Strategy encourages the creation of new and retention of existing rural businesses to underpin economic sustainability especially through the reuse and conversion of redundant or underused buildings. The reuse or adaptation of buildings in the countryside is particularly important in the changing structure of the rural economy and assist with farm diversification for food processing, commercial, leisure and tourism uses. Enabling value to be added to locally-grown food through the building of processing facilities is key to the rural economy and to realising the benefits of local, sustainable food

There are a number of saved Local Plan policies that could be reviewed and taken forward in the Placemaking Plan to provide a firm policy framework for dealing with proposals which sustain and promote the rural economy and complement Core Strategy Policies RA1 and RA2. These include:

- Policy ET.5 which allows proposals for new employment development outside settlements and not in the Green Belt and is consistent with the NPPF in supporting economic growth and creating jobs in rural areas.
- Policy ET.8 which relates to farm diversification and on which the Core Strategy is reliant on and is generally consistent with the NPPF which promotes the development and diversification of agricultural and other land-based rural businesses but provides no further detailed guidance.
- Policy ET.9 which deals with the re-use of rural buildings. The Core Strategy stresses the importance of re-using rural buildings and the important role it has in meeting the needs of rural areas for commercial and industrial development, as well as for tourism, sport and recreation.
- Policy HG.10, Replacement dwellings in the countryside, which sets out criteria for considering proposals for replacing or rebuilding existing dwellings in the countryside where there is normally a presumption against new dwellings.

Discussion points

- ★ Do you think it is useful to continue to have a policy framework which provides

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appropriate criteria for considering new employment development proposals in countryside?

- ★ Should there be protection against the loss of existing rural employment uses?
- ★ What types of employment should we be encouraging in the countryside, for instance, office, industry, food processing or storage uses?
- ★ Do you believe it is important to take forward a policy framework which supports farm diversification, which will continue to be a factor in the rural economy? Should this policy be expanded to include other uses, and also sustainable energy production?
- ★ Should there continue to be a planning policy framework to guide the re-use of rural buildings in the open countryside?
- ★ Is it important to have separate guidelines for re-use of rural buildings for employment purposes and for residential purposes?
- ★ What do you think about having a separate policy relating to dwellings in the countryside and should the policy framework relate all types of buildings?

Town Centre Uses

Retailing is still an essential part of the function of Bath, the towns and many of the larger villages in the district. Bath city centre continues to be a major shopping destination. Retail activity is primarily focussed in the central shopping area, which lies within the wider city centre. It serves the convenience and comparison shopping needs of the local population as well as being a regional retail and leisure centres. The town centres in Keynsham, Radstock and Midsomer Norton serve the day to day shopping needs of local residents and those of the surrounding rural areas.

Some overarching principles

- Support the vitality and viability of town and other local centres by:
 - protecting primary shopping areas and primary shopping frontages where they maintain the vitality and viability of town and other local centres
 - providing for a vibrant mix of town centre uses, including retail, cultural facilities, offices, other employment, community and housing
 - ensuring the scale and type of new retail development is acceptable/consistent with the retail, function of the centres
- Maintain and improve the provision of accessible local services and community services with the emphasis on meeting local needs locally

Primary Shopping Frontages

‘Primary Frontages’ are currently defined providing a concentration of retail (A1 uses) in the central part of Bath, Keynsham, Midsomer Norton and Radstock, targeting specific areas of town. The purpose of these is to maintain attractiveness of these centres as accessible shopping destinations and to contribute to the vitality and viability of these

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centres. The current policy approach allows for some complementary non-A1 uses such as cafes, restaurants and other food and drink outlets and for financial services (e.g. banks/building societies) to complement the function of the area without compromising either the retail function of the area or amenity of neighbouring occupants.

Local Centres

It is important retail areas are protected and enhanced by positive planning policies in order to safeguard their integrity yet allow for flexibility and diversity. Core Strategy Policy CP12 'Centres and Retailing' together with the specific place-based policies for Bath, Keynsham, Midsomer Norton and Radstock, establishes shopping hierarchy and sets the framework for new town centre uses for the Placemaking Plan taking a sequential approach. This approach reflects the change of emphasis in national planning policy from focussing on retail to planning for a diverse range of town centre uses. This is seen as key to maintaining vitality and viability and meeting the needs of local catchment areas as well as reducing the need to travel.

Discussion points

- ★ Bearing in mind the current roles the city and town centres play within and beyond Bath and North East Somerset, is there a case for allowing more flexibility in certain centres to allow opportunities for growth?
- ★ Does the current approach to controlling changes of use in primary shopping frontages continue to be appropriate?
- ★ Would it be more effective to retain current restrictive policy but reduce the number of properties protected or make the policy more flexible and maintain existing frontage protection?
- ★ The boundaries of the shopping centres are currently defined on the Policies Map to provide clarity on where retail development would be acceptable. Although this will be part of the discussion within the place-based section of the Placemaking Plan, do you agree with the principle of retaining clearly defined shopping centres?

Housing Issues

Core Strategy sets out the context for housing development across the district by proposing the overall number of homes to be planned for, the approach to affordable housing and providing sites for Gypsies, Travellers and Travelling Showpeople and the broad approach to achieving housing mix. Other housing related issues which perhaps need more detailed guidance and debate will be considered through the Placemaking Plan. These principally relate to the review of Housing Development Boundaries, housing density and addressing other specific housing needs not already covered by the Core Strategy.

Some overarching principles

- Direct housing to the most sustainable locations

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- Make the most efficient use of land
- Ensure the specific accommodation needs of older people and other special needs groups are addressed

Housing Development Boundaries

Housing Development Boundaries (HDBs) have been defined in the Bath & North East Somerset Local Plan around settlements to indicate those areas where residential development would be acceptable in principle. These are currently drawn tightly around the existing built up area of a settlement as shown on the Policies Map.

Preparation of the Placemaking Plan provides an opportunity to review HDBs for the towns and the larger more sustainable villages which accord with the Core Strategy Policy RA1 or RA2 requirements in order to allow for some limited expansion where appropriate. This will involve close working with the Parish and Town Council to establish where there is scope to amend the boundaries and allow land to be allocated.

Housing Density

National planning policy now encourages local authorities to set out their own approach to housing density to reflect local circumstances. In Bath & North East Somerset the issue of residential density is an important consideration in securing good design, respecting local character and making the most efficient use of land.

The Bath & North East Somerset Local Plan currently promotes a district-wide policy which sets out minimum density for residential development in line with previous national planning policy, and expects densities over 30 dwellings per hectare to maximise the use of housing sites and encourages densities over 50 dwellings per hectare in appropriate, well accessed, locations.

Design policies are also key in determining the appropriate density for a site. Other relevant factors include reduction in household size, proximity of local services and public transport, impact on viability and the delivery of affordable housing. There will need to be clear links between any district-wide or area-based approach to density and the site specific policies.

Discussion points

- ★ Do you think the Council should continue the current policy of expecting densities of a minimum of 30 dwellings per hectare and a minimum of 50 dwellings in appropriate locations?
- ★ Instead of specifying a minimum density thresholds should a policy approach be adopted which expects housing density on new development sites to reflect local context and distinctiveness?

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Other specific housing need

Core Strategy states that the specific accommodation needs of older people will be addressed through the Placemaking Plan, including considering the allocation of appropriate sites. There are also saved Local Plan policies that could potentially be taken forward in a revised form to ensure other known areas of housing need are met such as the sub-division of housing (Policy HG.12). National planning policy stresses the importance of delivering a wide choice of high quality homes.

Discussion points

- ★ What particular matters need to be addressed to ensure the specific accommodation needs of other special needs groups are addressed?
- ★ Are there any other issues relating to meeting housing needs that should be addressed through a more detailed local planning policy?

Meeting Local Community and Recreational Needs

Context

The Core Strategy seeks to ensure that adequate and accessible provision is made for the recreation, leisure and cultural needs for both existing and future communities in Bath and North East Somerset. It stresses that *'successful community facilities and services will be integral to the vibrancy of communities across the district'*. It makes the link between the providing good community facilities and opportunities for people to meet and integrate, to get involved in activities and increased access to services.

National planning policy promotes the retention and development of local shops, meeting places, sports venues, cultural buildings, public houses and places of worship amongst social, recreational and cultural facilities and services that are necessary to sustain community needs and support healthy lifestyles. The adopted Local Plan also includes youth centres, education facilities at schools and colleges, health care provided at hospitals, clinics and surgeries, libraries, and venues for community arts within the scope of community facilities.

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Some overarching principles

- Promote healthy lifestyles through encouraging the appropriate location outdoor and indoor facilities
- Safeguard against the loss of community and sports facilities, unless it can be demonstrated that they are no longer needed by the community they serve and are not needed for any other community or recreational use
- Encourage participation in community, and cultural facilities by ensuring that these are well-located and accessible
- Encourage flexible use of community and recreational facilities and venues and co-location of services

Discussion points

- ★ What type of policy framework needs to be put in place in order to address the principles outlined above? What should it include?
- ★ What types of community and recreational facilities are important to be safeguarded?
- ★ Should the loss of a public house only be accepted if it is no longer economically viable or there is locally accessible alternative provision?
- ★ Should we continue to safeguard land for the expansion of primary schools?
- ★ Would it be useful to have specific policy relating to the development of new educational establishments – schools and colleges? This would be in addition to the requirement for new schools to be built to nearly zero carbon standards.
- ★ Should there be a separate policy for day care facilities?
- ★ Are there any new facilities that could be provided and where?
- ★ Should we continue to have detailed planning policies relating to specific recreational uses such as water-based recreation, commercial riding establishments?
- ★ What standards should be used to determine the level of open space that is necessary for local communities

Green Belt

Context

The NPPF is clear in its aim to protect land in the Green Belt from inappropriate development and to prevent urban sprawl by keeping land permanently open. The Core Strategy sets out the strategic approach to the Green Belt through Policy CP8 to reflect national policy. As a significant proportion of the District lies within designated Green Belt development needs to be carefully managed and only appropriate uses may be permitted, unless very special circumstances can be demonstrated where the harm to the openness and purposes of the Green Belt is clearly outweighed by other considerations.

Overarching principle

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- Ensure that the Green Belt is protected from inappropriate development and kept permanently open

Discussion point

- ★ Within the context of Core Strategy CP8 (Green Belt) is a more detailed Green Belt policy needed to guide development proposals?
- ★ Should renewable energy development be supported in the Green Belt?

Detailed Green Belt boundary

The NPPF makes it clear that the fundamental aim of the Green Belt policy is to prevent urban sprawl by keeping land permanently open. It also explicitly states that once established Green Belt boundaries should only be altered in exceptional circumstances. The Core Strategy sets out the strategic approach to the Green Belt through Policy CP8 to reflect national policy and the general extent of the Green Belt will be established through the Core Strategy.

Other than defining the precise boundaries for the new development locations as proposed through the Core Strategy, there may be some scope to amend minor anomalies in the boundary providing the change can be fully justified and exceptional circumstances can be demonstrated within the context of national Green Belt policy as set out in the NPPF. Boundaries should be clearly defined using readily recognisable physical features, such as roads and hedgerows, and likely to be permanent.

Discussion point

- ★ Do you consider there are any exceptional circumstances to justify an amendment to a specific part of the detailed Green Belt boundary? Please indicate the changes sought on an Ordnance Survey map base together with full written justification.

Previously developed sites in the Green Belt

Previous Government advice on Green Belts acknowledged that there may be a number of major existing developed sites (MEDS), either redundant or in continuing use within the Green Belt. These were defined to allow limited infilling and/or redevelopment at those sites in employment use to help to support economic activity. At the educational establishments development may be necessary as part of on-going changes and improvements to education and to assist in securing social and economic benefits for the local community.

It is still Government policy to apply strict control to development in Green Belts. The NPPF states that the construction of new buildings in the Green Belt should be regarded as inappropriate. Exceptions to this include 'previously developed sites' which allow *limited infilling or the partial or complete redevelopment of previously developed sites*

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(brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

This represents a significant change in policy direction from previous national policy in now applying to all 'previously developed sites' in the Green Belt rather than just to Major Existing Developed Sites.

Discussion points

- ★ Should the Council continue the Local Plan Policy GB.3 approach of identifying the largest 'previously developed sites' (current MEDS) to retain a control on the types of uses and a framework for the future of the site?
- ★ If the approach of identifying the largest 'previously developed sites' is continued, are there any other large sites which play an important role or function (e.g. educational or employment) which needs to be safeguarded and enhanced?
- ★ Should a more flexible approach be adopted and not identify the major sites and rely on the NPPF for policy guidance for all 'previously developed sites' including current MEDS?

Green Infrastructure

Context

The concept of green infrastructure is now firmly embedded in national policy with the NPPF requiring local planning authorities set out a strategic approach to green infrastructure. It defines green infrastructure as a *network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.*

Core Strategy Policy CP7 'Green Infrastructure' already sets out a requirement to protect and enhance a strategic green infrastructure network across the district. The Placemaking Plan provides the opportunity to develop a more detailed policy framework to set out clear requirements for developers and to take forward the key aspirations of the Council's Green Infrastructure Strategy.

When looking at ways of improving and maintaining the green infrastructure network, particularly in areas where there is going to be rapid growth and development, the whole network of green spaces and corridors needs across the sub-region as one system that works together. As well as identifying the existing network, assets and opportunities for the improvement and creation of new green infrastructure, the Green Infrastructure Strategy will ensure that green infrastructure within and beyond the district is delivered, maintained and managed sustainably and creatively well into the future.

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Overarching principles

The Strategy is all about making sure that the natural environment works for the community, by making the most of the benefits that the natural environment can and should be providing for people, places and nature. The range of benefits that green infrastructure can deliver are summarised as:

- supporting healthy lifestyles and thriving communities
- providing active access to the outdoors
- enhancing landscape character and built heritage
- enhancing biodiversity
- supporting healthy ecosystems
- providing climate change solutions
- invigorating the local economy and natural tourism
- enhancing sense of place

Significant opportunities will occur to deliver Green Infrastructure alongside growth through new developments and the Strategy includes a related high level principle:

Green Infrastructure should be central to the design of new developments. Proposals should respect and enhance green infrastructure within the site and demonstrate strong links to the wider network.

The Green Infrastructure principles set out in the Strategy need to be embedded in development proposals of all scales. The Core Strategy includes an illustrative strategic GI network and work is progressing on defining assets and opportunities for the three urban areas (Bath, Somer Valley and Keynsham/Saltford) and also at parish and ward levels to support neighbourhood planning.

Discussion points

- ★ How can the Placemaking Plan best ensure that the green infrastructure benefits are realised?
- ★ Should the policy be supported by the maps which indicate existing Green Infrastructure assets and opportunities for enhancements?
- ★ Should the policy be supported by neighbourhood maps (ward and parish) which indicate existing Green Infrastructure assets and opportunities for enhancements?
- ★ Do you think all major development proposals should be accompanied by an assessment defining the existing green infrastructure assets within the site and opportunities for increasing benefits, and demonstrate strong links to the wider green infrastructure network?

Landscape

Context

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Core Strategy Policy CP6 'Environmental Quality' seeks to conserve or enhance the distinctive character and quality of Bath & North East Somerset's landscapes. However it is considered that this policy alone might not provide sufficient guidance for properly considering the impact of development proposals on landscape character. We intend to develop a more detailed landscape policy following the principles contained in the European Landscape Convention (ELC) which promotes the protection, planning and management of all landscapes. This includes urban areas, towns, villages, countryside and applies to ordinary and degraded landscapes as well those protected nationally (AONBs and Historic Parks and Gardens).

Some overarching principles

- Importance of landscape character and views is fundamental to all decision making
- safeguard distinctive landscapes and the features that make them distinctive
- Conserve and enhance protected landscapes including the Areas of Outstanding Natural Beauty whilst taking into account the interests of those who live and work there
- Conserve and enhance other landscapes and landscape features including those valued by local communities
- Put appropriate safeguards in place for enhancing protected and degraded landscapes
- Ensure cultural social, cultural, and environmental significance of landscape character is understood and this understanding is reflected in proposals

Locally valued landscapes

The European Landscape Convention defines landscape as: "... an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors." Ensuring locally valued landscapes are safeguarded and enhanced is integral to securing a high quality environment and landscape character and views should be key considerations in all decision making. As highlighted in the draft Core Strategy and elsewhere Bath and North East Somerset benefits from a range of distinctive landscapes which are important for social, cultural, economic and environmental reasons.

The NPPF emphasises the importance of protecting and enhancing valued landscapes. Although national policy continues to place great weight on conserving landscape and scenic beauty of AONBs there is little guidance on the protection of local valued landscapes. There are areas of landscape outside nationally designated sites that are highly valued locally. Previous Local Plans have identified and safeguarded a number of local landscape designations across the district including the Landscape Character Areas, Visually Important Open Spaces, Important Hillside and Village Buffers.

Discussion points

- ★ Should a more detailed landscape policy be developed which promotes the protection, planning and management of all landscapes regardless of whether they enjoy national protection, or would such a policy hinder agricultural diversification?
- ★ Designated landscapes including AONBs and Historic Parks and Gardens are already shown on the Policies Map. Do you think it would be helpful to identify local valued landscapes features/character areas?
- ★ Should appropriate safeguards be put in place for enhancing degraded landscapes?
- ★ It important to ensure that cultural social, cultural, and environmental significance of landscape character is understood and this understanding is reflected in proposals. How can this be best achieved?
- ★ Is it important to protect landscape and topographical features which contribute to local distinctiveness and identity? Should important open hillsides be identified and protected from harmful development?
- ★ How can we ensure important views are safeguarded in decision making?
- ★ How important is it to maintain the separate identity of those settlements outside the Green Belt? Should the Local Plan 'village buffers' policy be retained?

Biodiversity and the natural environment

Core Strategy Policy CP6 sets out the high level policy approach to the natural environment within which more detailed Development Management policies can be developed. It highlights the need to create a coherent network of more robust and resilient natural habitats, including larger protected sites and a greater extent and connectivity of natural habitats.

Some overarching principles

- Need to conserve, enhance and restore the diversity and resilience of the wildlife and species and habitats in both urban and rural areas
- Provide for the appropriate management the District's biodiversity and geodiversity assets through the planning process and partnership initiatives
- Ensure that a coherent network of wildlife corridors is retained and enhanced to facilitate migration through the landscape and built environment which can be incorporated into a broader Green Infrastructure network.

The NPPF asks local planning authorities to set criteria based policies against which proposals for any development on or affecting protected wildlife or geodiversity sites will be judged. It also should plan for biodiversity at a landscape-scale across local authority boundaries.

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The adopted Local Plan already includes a number of detailed nature conservation policies which seek to conserve and increase the abundance and diversity of Bath and North East Somerset's wildlife habitats species and to minimise adverse effects where conflicts of interest are unavoidable. These cover internationally, nationally, and locally important sites, species and habitats as well as a policy which seeks to protect a range of natural features such as trees, copses, woodlands, batches, ponds, hedgerows, stone walls, orchards and water course which are valuable for wildlife, amenity, historic, recreational or visual reasons and which can act as routes for wildlife migration. These policies clearly articulate what is required of developers when submitting a planning application which either directly or indirectly affects wildlife sites or habitats.

Discussion points

In reviewing the existing policy framework for nature conservation:

- ★ Is there a need for policy to protect Ecosystem services, or is reference in Green Infrastructure Strategy sufficient?
- ★ Is there a need to address more overtly the creation, protection, enhancement and management of networks of biodiversity through a policy?
- ★ Is there a need for new policy to address restoration of priority species populations and restoration and re-creation of priority habitat?
- ★ Is there a case for including the nature conservation policy framework entirely within the Green Infrastructure policy framework?
- ★ The hierarchy of international, national and locally designated sites is already shown on the Proposals Map. What other 'components' should be mapped to ensure a comprehensive network is identified?
- ★ The NPPF states that areas identified by 'local partnerships' for habitat restoration or creation should also be mapped. Do you think it is appropriate for this to use the South West Nature Map and Avon Biodiversity Action Plan (BAP) Atlas?

The Natural Environment White Paper sets out a vision for Nature Improvement Areas (NIAs) to be created wherever the opportunities or benefits are greatest. These are landscape-scale initiatives aim to ensure that land is used sustainably to achieve multiple benefits for people, wildlife and the local economy. The NPPF states that Nature Improvement Areas should be supported and where they are identified in Local Plans, local planning authorities should consider specifying the types of development that may be appropriate in these Areas.

Discussion points

- ★ As the White Paper suggests it is for Local Planning Authorities to decide whether and how to recognise an NIA in their local plans, what do you consider is the best approach to recognising any NIA that may be identified?

Historic environment

Context

The importance of the historic environment is recognised by the Government as being *'an asset of enormous cultural, social, economic and environmental value. It makes a very real contribution to our quality of life and the quality of our places.'*¹

Some overarching principles

- Preserve and ensure every opportunity is taken to enhance the historic environment
- Promote a positive strategy for conservation and enjoyment of the historic environment
- Ensure the significance and contribution the historic environment has to local identity and distinctiveness is understood
- historic environment to be seen as an opportunity to expect high standards of design and architecture
- Support development which makes a positive contribution to local identity and character
- Support the sensitive retrofitting of historic buildings for energy efficiency

The Core Strategy establishes the Council's overarching approach towards enhancing and protecting the district's high quality environment through Policy CP6 (2). As well as ensuring our historic environment is sensitively managed and promoted in its own right, our historic assets should be used as an integral part of regeneration wherever possible, and to expect the highest standards of new design and architecture. With the benefit of a clear understanding and assessment of the significance of historic assets developers should view the historic environment as an opportunity not a constraint, which can be improved and enhanced by well-designed development. A heritage asset may comprise a building, structure, historic settlement, archaeological site or landscape/landscape feature.

The Placemaking Plan will continue to promote a positive strategy for conservation and enjoyment of the historic environment, including historic assets most at risk through neglect, decay or other threats. The policy framework in the Placemaking Plan, once developed, will provide more detailed guidance to help ensure that the District's architectural and heritage interest is preserved and enhanced as a finite and irreplaceable resource and for its own sake and will acknowledge the key role the historic environment plays in contributing to local distinctiveness and the sense of place.

World Heritage Sites, Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, Registered Battlefields and conservation areas are all heritage assets which

¹ The Government's Statement on the Historic Environment for England (2010)

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enjoy statutory protection. However not all historic assets sites are nationally designated. Government guidance (contained in the NPPF) makes it clear that the effect of a proposal on the significance of a non-designated heritage asset should also be taken into account in determining the application. Information on sites of local importance can be obtained from the Historic Environment Records held by the Council.

Discussion points

Do you think the detailed policy framework should ensure:

- ★ The applicant provides sufficient information and/or assessments of the historic environment to support the merits of the scheme?
- ★ the local planning authority maintains and makes available the Historic Environment Record (HER) for developers to inform the application and the developer make any evidence on the significance of historic asset(s) to be affected publicly available and to inform the Historic Environment Record?
- ★ the significance of the historic asset and its conservation is weighed against the wider benefits of the proposal, and the more important the designated historic asset the more weight will be given to its conservation and enhancement, for example to enable less important historic assets to be retrofitted for energy efficiency?
- ★ Non-designated historic assets of equal significance to designated historic assets will be subject to the same policy considerations as designated historic assets?
- ★ The degree of harm to or loss of the significance of a non-designated historic asset will be balanced against the extent to which proposed scheme makes a positive contribution and/or the harm/loss can be mitigated?
- ★ Substantial, total loss or the demolition of a designated historic asset(s) is wholly exceptional unless it can be demonstrated the scheme has overwhelming public benefit that outweighs the loss or harm to the historic asset(s)?

Sustainable transport

Context

It is important that the need for new development balanced with minimising traffic congestion and to make places more accessible by sustainable modes of transport. This reflects the approach outlined in the Core Strategy which places emphasis on the need to reduce car dependency and promoting sustainable modes of transport. One of the core principles of the NPPF is to '*actively manage patterns of growth to make fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.*' This principle will underpin the sustainable transport policies in this Plan.

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Some overarching principles

- Enable a shift to more sustainable modes of transport
- Reduce dependency on the private car
- Need to identify and safeguard routes crucial to widen transport choice and support major new development
- Need to provide safe sustainable transport routes
- Promote walking and cycling to promote health and wellbeing

Discussion points

Promoting sustainable travel

Ideas for a policy framework that promotes sustainable travel. How should it:

- ★ Encourage movement by public transport, bicycle and on foot, including traffic management and assisting the integration of all forms of transport?
- ★ Seek the improvement of existing and the provision of new public transport facilities?
- ★ Enhance facilities for pedestrians, cyclists and the mobility impaired?
- ★ Extending a network of pedestrian routes and cycle routes?
- ★ Use former railway land for sustainable transport purposes?

Key transport infrastructure

The NPPF advises that *Local planning authorities should identify and protect where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.* The Council inherited a number of highway improvement schemes from Avon County Council. Those which required a substantial land allocation are listed in adopted Local Plan:

- Lower Bristol Road, Bath (A36) Stages 1, 2 and 3 - A4 junction Newbridge to Churchill Bridge
- London Road West/Gloucester Road, Bath
- Rossiter Road, Bath
- A37 Clutton and Temple Cloud Bypass (Western Route)
- Whitchurch Bypass (A37)*

**Please note that that Land at Sleep Lane currently identified and safeguard for Whitchurch by-pass has been granted planning permission on appeal for housing development. However, this scheme has not currently been implemented and until such time there may be scope to continue to safeguard the route.*

Discussion points

- ★ Is there sufficient evidence or reason to justify the retention of these schemes through the Placemaking Plan?
- ★ Are there further major transport routes or infrastructure that should be identified

and protected in order to help deliver development and widen transport choice?

Discussion points

Traffic management

Ideas for a policy framework for traffic management: Should it:

- ★ Only relate to traffic management proposals for the centres of Bath, Keynsham, Midsomer Norton and Radstock?
- ★ Discourage through traffic and other unnecessary motorised vehicles from the main shopping streets?
- ★ Reduce the amount and speed of traffic in residential areas and discourage through traffic from using unsuitable routes?

Discussion points

Park & Ride

- ★ What essential criteria should be included in a policy framework for new or expansion of existing Park and Ride sites?
- ★ In view of the need for a Park and Ride facility to the east of Bath, should a specific site be investigated and allocated through the Placemaking Plan?

Discussion points

Parking

Ideas for a policy framework for parking:

- ★ Recognising that Bath, Keynsham, Midsomer Norton and Radstock have very different parking requirements, how can we ensure the appropriate provision of public and on-street car parking to serve these different areas?

Discussion points

Transport, access and development management

Ideas for a policy framework for transport, access and development management. For development proposals should we always expect:

- ★ A high standard of highway safety?
- ★ Safe and convenient access for pedestrians, cyclists and with mobility impairment?
- ★ Suitable vehicular access and appropriate level of on-site servicing and parking is provided?
- ★ No introduction of traffic of excessive volume, size or weight onto an unsuitable road system or into an environmentally sensitive area?
- ★ Provision is made for any improvements to the transport system if required to render the development proposal acceptable?
- ★ Expect planning applications for development that generate significant levels of movement to be accompanied by a transport assessment or transport statement?

Parking Standards

The adopted Local Plan currently requires that an appropriate level of on-site servicing and parking is provided having regard to the parking standards attached to this policy. These are currently maximum car parking standards which accords with previous national planning policy in PPG13 (Transport) with the intention of promoting more sustainable transport choices and the efficient use of land. The NPPF has since adopted a more flexible approach to parking by referring to both residential and non-residential development, leaving it to local authorities to decide whether there is a need for parking standards.

Discussion points

- ★ The current Local Plan policy will allow development if an appropriate level of parking is provided having regard to the parking standards, thus providing a basis for negotiation. Do you think this general approach is still appropriate?
- ★ Should there be a stronger policy to minimise reliance on the car, for example policy to ensure that car parking is not the dominant use of the street, e.g. parking at the outskirts of the development as per “car free”?
- ★ Should the Council continue to use the parking standards as set out in the adopted Local Plan until such time they are reviewed?
- ★ Should the Council seek to adopt interim advice on parking standards to taking account of the NPPF advice?

Minerals

Context

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Core Strategy Policy CP8a already sets out the strategic approach to minerals for Bath & North East Somerset and seeks to ensure that mineral resources continue to be safeguarded. The Core Strategy also commits to defining Minerals Safeguarding Areas and developing more detailed policy guidance on mineral related issues through the Placemaking Plan. This includes a review of the existing minerals policies, allocations and designations to ensure the aims of the NPPF are reflected in local policy.

Some overarching principles

- ensure the most efficient use of minerals is made as a finite natural resource
- define minerals safeguarding areas to ensure minerals which have the potential for further exploitation are not needlessly sterilised by non-mineral development
- encourage the prior extraction of minerals where it is practicable and viable environmentally
- seek to avoid any detrimental impact on the natural, historic and on health from permitted operations

Mineral Safeguarding Areas

The existing Local Plan identifies Mineral Safeguarding Areas (previously termed Mineral Consultation Areas) around the active mineral sites in the Plan area to avoid the needless sterilisation of mineral resources by non mineral development. The boundaries of the mineral consultation areas have been reviewed. Given the level of current and likely future mineral activity in the Plan area no extension of the currently safeguarded areas is considered necessary. The general extent of the surface coal Mineral Safeguarding Area within the District is defined in Diagram 20a in the Core Strategy on the basis of information supplied by the Coal Authority.

Discussion points

- ★ Should non-mineral development only be allowed in Mineral Safeguarding Areas providing it does not sterilise or unduly restrict the extraction of mineral deposits which are, or may become, of economic importance and which are capable of being worked?

Minerals Allocations

The existing Local Plan identifies minerals allocation for future extraction at Stowey Quarry, Upper Lawn Quarry and Hayes Wood Mine (also known as Stoke Hill Mine). The Local Plan also identifies a minerals reclamation site at Queen Charlton Quarry. However Stowey Quarry has now been worked to its maximum extent and given the focus of existing permissions on inert waste recycling and restoration it is considered that future expansion of the quarrying activities is unlikely.

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Discussion points

- * Do you agree that Upper Lawn Quarry, Bath and Stoke Hill Mine, Limpley Stoke continue to be allocated for mineral extraction?

Aggregate Recycling Facilities

Existing or approved aggregate recycling facilities in the Plan area are located at the former Fullers Earthworks site, Odd Down and Stowey Quarry.

Discussion points

- * Having regard to the often temporary nature of these facilities it may be preferable for any future proposals that may come forward to be dealt with by a criteria based policy rather than by allocating specific sites/areas. Do you agree with this approach?

Winning and Working of Minerals

Discussion points

- ★ There is a low level of mineral activity within Bath and North East Somerset and this situation is unlikely to significantly change. Should a policy framework be developed against which all minerals developments will be determined providing the same overall level of environmental protection as the adopted Local Plan policies and provision for future working appropriate to the Plan area?

Energy Minerals

Since the adoption of the existing Local Plan one new mineral related issue has arisen, that of coal bed methane extraction. Licences for exploration have been granted within the Plan area, and in neighbouring authorities, and there has been interest in developing exploration boreholes within the Plan area

The particular concern that exists in respect of this activity is that it involves deep drilling and fracturing of the deep geological resource in order to extract shale gas. This has implications for the Bath Hot Springs which relies on underground water resources from a wide geographical area and the potential disruption that deep drilling and fracturing (Fracking) may cause. The Council will continue working with adjoining authorities to ensure the Bath Hot Springs are adequately safeguarded from these proposals (see also the specific reference to the Hot Springs in the next section).

Discussion points

- ★ Because of the international importance of the Bath Hot Springs do you agree that a precautionary approach should be applied to all proposals for shale gas exploration and extraction within the Plan area?

Pollution, health and safety

Context

The Core Strategy objectives make clear reference for the need to help avoid water, air, light and noise pollution and the contamination of land. The Placemaking Plan provides the opportunity to review the existing Local Plan policies relating to these topic areas and others to ensure any potential adverse impacts of development on environmental amenity, biodiversity and health, safety and well-being is minimised and at best avoided.

Some overarching principles

- Minimise use of non-renewable or carbon intensive resources and promote the reuse of existing structures and materials

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- Minimise land contamination and soil degradation
- Minimise/mitigate against effects of pollution (e.g. Air quality, noise, land contamination, light, groundwater)
- Protect and enhance the quality of the underlying groundwater or surface water

What would be the most appropriate planning policy framework for delivering these overarching principles through the Placemaking Plan? As a start we have suggested the following topic areas should be covered which would involve reviewing a number of saved Local Plan policies, including the following:

- Foul and surface water drainage
- Pollution and nuisance
- Safety hazards
- Unstable land
- Contaminated land
- Air quality
- Ground source protection
- Bath Hot Springs

Discussion points

- ★ Do you agree that it would be useful to review the Local Plan policies listed above to ensure that our health, safety, amenity and well-being are safeguarded, also taking into account the impacts on the built and natural environment?
- ★ Are there any other topic areas that should be included within this policy framework?

Bath Hot Springs

As the Bath Hot Springs are one of the key values for which Bath is inscribed as a World Heritage Site and the only hot springs in the UK, their protection merits particular discussion. Core Strategy Policy B4 'The World Heritage Site and its Setting' applies to the general protection of the Hot Springs. Adopted Local Plan NE.13A relates to quality or yield of the Hot Springs so consistent with a thread running through the NPPF in seeking to protect non-renewable resources. This policy is linked to the Avon Act 1983 and is important to retain particularly to safeguard the Hot Springs from any potential proposals for energy mineral exploration and extraction which may impact on Hot Springs and their sources (see also reference in the Minerals section).

Discussion point

- ★ Should the Placemaking Plan adopt the same policy approach to that in the Local Plan to ensure that development that has an adverse impact on the quality or yield of the Bath Hot Spring is not permitted?

Other issues and policies

There are a number of other useful saved Local Plan policies which could be taken forward into the Placemaking Plan with no fundamental changes except to ensure compliance with the NPPF. These include:

- Allocation of land for primary schools
- Allocation of land for cemeteries
- Protection of recreational routes
- Commercial riding establishments
- Telecommunications development
- Residential development in villages within the Green Belt
- Extensions to buildings in the Green Belt
- Replacement dwellings
- Residential moorings
- Visual amenities of the Green Belt
- Trees and woodland conservation
- External lighting
- Retain of the rail freight facility at Westmoreland Station Road, Bath for waste transfer

There may be other Development Management policies needed to help deliver the objectives of the Core Strategy and respond to issues arising through the NPPF to ensure the aims of national and local sustainable development agendas can be met.

- ★ Are there any other matters that have not already been addressed in this Launch Document that would help deliver the Core Strategy and respond to issues raised through the NPPF?
- ★ Do you have any other suggestions you think will help inform the next stage of the Placemaking Plan where the Council will set out the preferred policy framework for the issues raised in this document and through engagement and consultation with stakeholders and the community?

Keep up to date by visiting the Placemaking Plan webpage:

www.bathnes.gov.uk/placemakingplan

Report Title: **Commercial Waste and Recycling Collections**

Policy Development & Scrutiny Panel: **Planning, Transport & Environment**

Panel Chairman: **Marie Longstaff**

Meeting date: **7th May 2013, 9.30am**

Service Officer: **Carol Maclellan, Waste Services Manager**

This report is an update on the recommendations from the Commercial Waste Collection Overview and Scrutiny Single Inquiry Day held in 2011.

Recommendation	Cabinet Member	Decision Response	Implementation Date	Comments
<p>Recommendation 1: Continue to work with the Business Improvement District (BID) to help scope a quality recycling and disposal service for BID members to procure.</p>	<p>David Dixon</p>	<p>Accept</p>	<p>Completed</p>	<p>Waste Services worked extensively on the BathBID waste and recycling tender exercise, repricing our business to tender a competitive offer and successfully getting into the final shortlist of 2. The contract was awarded to a national waste collection company to start on 1st May 2013. As a result of this we will inevitably lose some existing customers. To mitigate this we have completed a comprehensive review of our business waste and recycling operations and services and have been able to re-position ourselves in terms of price and service offer. We are proactively marketing our new service now. There is likely to be a significant budget</p>

Recommendation	Cabinet Member	Decision Response	Implementation Date	Comments
				<p>shortfall as a result of repricing our service, and the loss of our city centre business (circa £200k is our current estimate). It will take some time to generate new business as customers are often tied up in longer term contracts with the private sector. The budget impact and our customer base will be closely monitored throughout 13/14 and revised proposals tabled as part of the MTSRP in 14/15. This risk is flagged on the financial risk robustness statement.</p>
<p>Recommendation 2: Produce an information leaflet and web information detailing commercial waste collection and recycling services provided in the district that we know about, working with other Council departments as appropriate.</p>	David Dixon	Accept	Completed	<p>Our Business Waste and Recycling webpages have been updated and there is a waste and recycling guide available to download as a pdf.</p> <p>We have also produced a new sales leaflet for our own waste and recycling services, also available on these public webpages and being mailed to prospective customers in our sales drive.</p> <p>http://www.bathnes.gov.uk/services/business/business-waste-and-recycling</p>
<p>Recommendation 3: Review the potential for an accreditation scheme for trade waste providers and makes future recommendations on this.</p>	David Dixon	Accept	Completed	<p>We have worked with Trading Standards to adapt the Buy with Confidence scheme for waste collection companies and this was offered to a number of local operators.</p>
<p>Recommendation 4: Review the times that trade waste can be left on the street for collection after consultation with business and in view of impending traffic restrictions.</p>	David Dixon	Accept	In progress	<p>The Access Restrictions (Bath Package) is now being consulted on. Further consideration will be given to reviewing our trade waste enforcement regulations in advance of this scheme being implemented.</p>

Recommendation	Cabinet Member	Decision Response	Implementation Date	Comments
<p>Recommendation 5: Review its enforcement practices in relation to waste on the highway and refreshes its guidance on this.</p>	David Dixon	Accept	In progress	<p>Over the past 12 months we have:</p> <ul style="list-style-type: none"> • Issued reusable rubbish bags to properties with waste presentation issues • Increased our proactive door-knocking campaign to address presentation issues • Carried out a rewards and incentives scheme (funded by DEFRA) focussing on waste presentation issues • Visiting business premises to assess their current practices (in an attempt to increase our customer base) <p>A review of enforcement activity is being undertaken by the Director of Environmental Services with a view to increasing resource through generic working practices across a range of enforcement functions.</p>
<p>Recommendation 6: Reviews the potential for further storage of bulk bins to enable increased recycling capacity for businesses and makes proposals on this.</p>	David Dixon	Defer	Completed	<p>The footway obstructions policy was adopted by Council in November 2011. A face to face campaign to introduce and educate city centre businesses was carried out early in 2012.</p> <p>We offered bulk bins as part of our city centre proposals for the BID contract.</p>
<p>Recommendation 7: Produce a brief for a waste analysis of commercial waste and determines costs to do this.</p>	David Dixon	Accept	Review	<p>Now that the city centre contract has been awarded this is not a priority for 13/14. We will review to inform the 14/15 service plan and budget setting.</p>

<p>Recommendation 8: Produce a costed proposal for a commercial food waste collection throughout the district and works with its domestic recycling partner, May Gurney, to scope a proposal.</p>	<p>David Dixon</p>	<p>Accept</p>	<p>Completed</p>	<p>We could not offer a competitive service. We are focussing on treating commercial food waste through our mechanical biological treatment contract. The food waste can be collected mixed with residual waste, without the need for separate collections.</p>
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Bath & North East Somerset Council	
MEETING: PLANNING, TRANSPORT AND ENVIRONMENT POLICY DEVELOPMENT & SCRUTINY PANEL	
MEETING DATE:	7th May 2013
TITLE:	WORKPLAN FOR 2013/14
WARD:	All
AN OPEN PUBLIC ITEM	
List of attachments to this report:	
Appendix 1 – Panel Workplan	

1 THE ISSUE

- 1.1 This report presents the latest workplan for the Panel (Appendix 1).
- 1.2 The Panel is required to set out its thoughts/plans for their future workload, in order to feed into cross-Panel discussions between Chairs and Vice-chairs - to ensure there is no duplication, and to share resources appropriately where required.

2 RECOMMENDATION

- 2.1 The Panel is recommended to
 - (a) consider the range of items that could be part of their Workplan for 2013/14.

3 FINANCIAL IMPLICATIONS

- 3.1 All workplan items, including issues identified for in-depth reviews and investigations, will be managed within the budget and resources available to the Panel (including the designated Policy Development and Scrutiny Team and Panel budgets, as well as resources provided by Cabinet Members/Directorates).

4 THE REPORT

4.1 The purpose of the workplan is to ensure that the Panel's work is properly focused on its agreed key areas, within the Panel's remit. It enables planning over the short-to-medium term (ie: 12 – 24 months) so there is appropriate and timely involvement of the Panel in:

- a) Holding the executive (Cabinet) to account
- b) Policy review
- c) Policy development
- d) External scrutiny.

4.2 The workplan helps the Panel

- a) prioritise the wide range of possible work activities they could engage in
- b) retain flexibility to respond to changing circumstances, and issues arising,
- c) ensure that Councillors and officers can plan for and access appropriate resources needed to carry out the work
- d) engage the public and interested organisations, helping them to find out about the Panel's activities, and encouraging their suggestions and involvement.

4.3 The Panel should take into account all suggestions for work plan items in its discussions, and assess these for inclusion into the workplan. Councillors may find it helpful to consider the following criteria to identify items for inclusion in the workplan, or for ruling out items, during their deliberations:-

- (1) public interest/involvement
- (2) time (deadlines and available Panel meeting time)
- (3) resources (Councillor, officer and financial)
- (4) regular items/"must do" requirements (eg: statutory, budget scrutiny, etc)?
- (5) connection to corporate priorities, or vision or values
- (6) has the work already been done/is underway elsewhere?
- (7) does it need to be considered at a formal Panel meeting, or by a different approach?

The key question for the Panel to ask itself is - can we "add value", or make a difference through our involvement?

- 4.4 There are a wide range of people and sources of potential work plan items that Panel members can use. The Panel can also use several different ways of working to deal with the items on the workplan. Some issues may be sufficiently substantial to require a more in-depth form of investigation.
- 4.5 Suggestions for more in-depth types of investigations, such as a project/review or a scrutiny inquiry day, may benefit from being presented to the Panel in more detail.
- 4.6 When considering the workplan on a meeting-by-meeting level, Councillors should also bear in mind the management of the meetings - the issues to be addressed will partially determine the timetabling and format of the meetings, and whether, for example, any contributors or additional information is required.

5 RISK MANAGEMENT

- 5.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

6 EQUALITIES

- 6.1 Equalities will be considered during the selection of items for the workplan, and in particular, when discussing individual agenda items at future meetings.

7 CONSULTATION

- 7.1 The Workplan is reviewed and updated regularly in public at each Panel meeting. Any Councillor, or other local organisation or resident, can suggest items for the Panel to consider via the Chair (both during Panel meeting debates, or outside of Panel meetings).

8 ADVICE SOUGHT

- 8.1 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.

Contact person	Michaela Gay, Democratic Services Officer. Tel 01225 394411
Background papers	None
Please contact the report author if you need to access this report in an alternative format	

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PLANNING, TRANSPORT AND ENVIRONMENT PDS FORWARD PLAN

This Forward Plan lists all the items coming to the Panel over the next few months.

Inevitably, some of the published information may change; Government guidance recognises that the plan is a best assessment, at the time of publication, of anticipated decision making. The online Forward Plan is updated regularly and can be seen on the Council's website at:

<http://democracy.bathnes.gov.uk/mgPlansHome.aspx?bcr=1>

The Forward Plan demonstrates the Council's commitment to openness and participation in decision making. It assists the Panel in planning their input to policy formulation and development, and in reviewing the work of the Cabinet.

Should you wish to make representations, please contact the report author or Mark Dumford, Democratic Services (01225 394458). A formal agenda will be issued 5 clear working days before the meeting.

Agenda papers can be inspected on the Council's website and at the Guildhall (Bath), Hollies (Midsomer Norton), Riverside (Keynsham) and at Bath Central, Keynsham and Midsomer Norton public libraries.

Planning, Transport and Environment PDS Forward Plan

Bath & North East Somerset Council

Anticipated business at future Panel meetings

Ref Date	Decision Maker/s	Title	Report Author Contact	Strategic Director Lead
PLANNING, TRANSPORT AND ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL - 7TH MAY 2013				
7 May 2013 E2439	Cabinet PTE PDS	Bus Priority Measures in Dorchester St, Manvers St and Pierrepont St., Bath	Adrian Clarke Tel: 01225 395223	Matthew Smith Louise Fradd
7 May 2013	PTE PDS			
8 May 2013 E2551	Cabinet	Placemaking Plan Launch Document	Simon De Beer Tel: 01225 477616	Louise Fradd
7 May 2013	PTE PDS	Commercial Waste Collection - Single Inquiry Day Update	Carol Maclellan, Matthew Smith Tel: 01225 394106, Tel: 01225 396888	Louise Fradd
7 May 2013	PTE PDS	Flood and Drainage Management - Flood & Water Act	Matthew Smith Tel: 01225 396888	Louise Fradd
PLANNING, TRANSPORT AND ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL - 16TH JULY 2013				
16 Jul 2013	PTE PDS	Urban Gulls	Cathryn Humphries Tel: 01225 477645	Louise Fradd
16 Jul 2013	PTE PDS	Road Accidents in B&NES (inc. Highways Agency Update)	Kelvin Packer Tel: 01225 394339	Louise Fradd

Ref Date	Decision Maker/s	Title	Report Author Contact	Strategic Director Lead
8 May 2013	Cabinet			
16 Jul 2013 E2411	PTE PDS	The Community Infrastructure Levy for Bath & North East Somerset	David Trigwell Simon De Beer Tel: 01225 477616	Louise Fradd
14 May 2013	HMP PDS			
12 Jun 2013	Cabinet			
16 Jul 2013 E2412	PTE PDS	Gypsies, Travellers and Travelling Showpeople Site Allocations development Plan Document	David Trigwell Simon De Beer Tel: 01225 477616	Louise Fradd
PLANNING, TRANSPORT AND ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL - 10TH SEPTEMBER 2013				
10 Sep 2013	PTE PDS			
		Improvement Programme for Public Conveniences	Matthew Smith Tel: 01225 396888	Louise Fradd
10 Sep 2013 E2544	Cabinet PTE PDS	Bath Transport Strategy	Peter Dawson Tel: 01225 395181	David Trigwell Louise Fradd
10 Sep 2013	PTE PDS	Parking Strategy	Adrian Clarke Tel: 01225 395223	Louise Fradd
PLANNING, TRANSPORT AND ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL - 5TH NOVEMBER 2013				
5 Nov 2013	PTE PDS			
		West of England / Joint Scrutiny		Louise Fradd
FUTURE ITEMS				

Ref Date	Decision Maker/s	Title	Report Author Contact	Strategic Director Lead
	PTE PDS	Allotments Management Plan / Draft Strategy	Graham Evans, John Crowther Tel: 01225 396873, Tel: 01225 39 6878	Louise Fradd
	PTE PDS	Street Cleansing - Outside the City of Bath	Matthew Smith Tel: 01225 396888	Louise Fradd
14 May 2013	HMP PDS	Core Strategy Update	Simon De Beer, David Trigwell Tel: 01225 477616, Tel: 01225 394125	Louise Fradd
Not before 1st Jul 2013	PTE PDS			
Page 152				
The Forward Plan is administered by DEMOCRATIC SERVICES : Mark Durnford 01225 394458 Democratic_Services@bathnes.gov.uk				