

Appendix 1

Schedule of Recommended Main Modifications to the submitted Plan

Adopted Plan: Plain text

Submitted Plan: added text shown as **Bold** text and deleted text as ~~strike through~~

Main Modifications: added text shown as **Bold** and Underline, deleted text as ~~strike through~~ and Underline

Mod Ref	Policy	Proposed changes
	Volume 1	
MM1	Para 29a	Paragraph 21 of NPPF (2021) states that “Plans should make explicit which policies are strategic policies.” Where a single Local Plan is prepared, the non-strategic policies should be clearly distinguished from the strategic policies. Local Plan Part 1: Core Strategy sets out a strategic planning framework to guide change and development in the District and Part 2: Placemaking Plan covers site allocations and detailed development management policies. <u>and together they address B&NES council’s priorities for the development and use of land in its area. Therefore, it is considered that all policies in the Core Strategy and Placemaking Plan are ‘strategic’ policies. Therefore, in principle the Core Strategy policies are considered to be ‘strategic’ policies as they establish the overall strategy for the District. In addition, Placemaking Plan and Local Plan Partial Update development management policies setting out the overall strategy/approach, as well as strategic site allocations for housing, employment and key infrastructure, including those which entail a strategic change to the Green Belt, are also considered to be strategic policies. All strategic policies are listed in Appendix 3 in Volume 6 of the Local Plan: Appendices and Glossary.</u>
MM2	After para 56	56a. Paragraph 66 of the NPPF 2021 states that strategic policies should set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations. <u>Set out below is a list of designated neighbourhood areas and their proposed housing requirement, comprising the total number of dwellings on site allocations without the benefit of planning permission (both those within the adopted Core Strategy and Placemaking Plan and additional allocations proposed in the partial update) for the remainder of the plan period (2021 – 2029). A table setting out a housing requirement for the remainder of the plan-period for each of the designated Neighbourhood Areas is included in Policy DW1.</u>
	Policy DW1 2)	Policy DW1 2. making provision to accommodate:

- a net increase of 10,300 jobs;
- an increase in the supply of housing by around 13,000 homes. **Diagram 3a sets out the proposed delivery at adoption of the Local Plan Partial Update. The table below sets out how this will be achieved.**

Table 1C

	<u>Bath</u>	<u>Keynsham</u>	<u>Somer Valley</u>	<u>Rural</u>	<u>Total</u>
<u>Completions (2011-2022)</u>	<u>3,576</u>	<u>1,982</u>	<u>1,937</u>	<u>1,289</u>	<u>8,784</u>
<u>Extant Permissions</u>	<u>2,070</u>	<u>260</u>	<u>490</u>	<u>80</u>	<u>2,900</u>
<u>Existing Allocations from the Core Strategy and Placemaking Plan</u>	<u>880</u>		<u>100</u>		<u>980</u>
<u>New allocations through the LPPU</u>	<u>530</u>	<u>330</u>	<u>80</u>		<u>940</u>
<u>Windfalls</u>	<u>450</u>	<u>90</u>	<u>180</u>	<u>320</u>	<u>1,040</u>
<u>Total (rounded)</u>	<u>7,500</u>	<u>2,660</u>	<u>2,790</u>	<u>1,690</u>	<u>14,640</u>

The table below sets out the designated neighbourhood areas housing requirements for the remainder of the plan period (2022-2029). The figures below are not a ‘cap’ on development and additional housing may come forward in designated neighbourhood areas, including through site allocations in Neighbourhood Plans.

Table 1D

<u>Designated Neighbourhood Area</u>	<u>Allocations in adopted Core Strategy/ Placemaking Plan</u>	<u>Proposed LPPU allocations</u>	<u>Housing requirement</u>
<u>Bathampton</u>	<u>0</u>	<u>0</u>	<u>0</u>

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		<p>4. retaining the general extent of Bristol - Bath Green Belt within B&NES, other than removing land to meet the District’s development <u>and sustainable transport</u> needs at the following locations identified on the Key Diagram and allocated on the Policies Map:</p> <ul style="list-style-type: none">• Land adjoining Odd Down• Land adjoining East Keynsham (now incorporating allocation of land previously safeguarded for development)• Land adjoining South West Keynsham• Land at Whitchurch• <u>Land allocated for use as transport interchanges at the Odd Down, Newbridge and Lansdown Park and Ride sites</u>																																																																				
MM3	Para 88	<p>The core and development management policies and the place and site specific policies are complementary so it is important that the policy framework is read as a whole. For each of the sites allocated for development in order to meet the plan requirements, a policy is set out which details specific requirements of development for that site. For the allocated sites</p>																																																																				

		<p>the plan must also be read as a whole as the <u>District-wide development management policies</u> also apply, including (but not limited to) policies relating to sustainable construction, biodiversity net gain, affordable housing and sustainable transport. <u>Some policies in the plan also reference Supplementary Planning Document (SPDs) or other guidance that supplements and supports the policy. Whilst not part of the development plan, decision makers should have due regard to these documents as referenced.</u> The policies set out below do not replicate existing national policy.</p>
MM4		<p>Standalone renewable generation</p>
	Para 99c	<p>99c. The revised Policy CP3 sets out the criteria for all stand alone renewable energy projects, as well as specific criteria for wind energy and ground mounted solar (previously shown in Policy SCR3). Where <u>either generation types are</u> is proposed in the Green Belt, reference will also need to be made to relevant Green Belt policies. The Council has previously prepared a Guidance Note on renewable energy in the Green Belt. <u>Proposals over 50MW, other than for battery storage, are considered Nationally Significant Infrastructure projects. These are determined in accordance with the decision-making framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure, as well as any other matters that are relevant (which may include the National Planning Policy Framework and Development Plan).</u></p>
	Para 99e	<p>99e. Particularly for wind energy development Local Plans should identify suitable areas for <u>wind energy</u> such development and make clear what criteria have determined their selection, including what size of development is considered suitable in these areas. The NPPF 2021 states that:</p>
	Para 99f	<p>99f. In 2020 onshore wind energy was recognised in a report by the Department for Business, Energy & Industrial Strategy as being one of the cheapest forms of energy generation (including conventional generational sources). The Local Plan Partial Update presents an opportunity to reconsider the Council’s approach to wind energy development in light of the <u>need from NPPF requirement</u> to identify suitable areas for development and the contribution that it can make to help meeting our targets. <u>Policy CP3 takes a landscape sensitivity-based approach to identifying suitable areas for wind energy development (see paragraphs 99r below).</u></p>
	Para 99g	<p>99g. An evidence base study has been undertaken to assess the Landscape Potential for wind energy of different scales of wind turbine within the district. The output of this study has been used to identify suitable areas of search for development, recognising that other considerations need to be addressed and are set out in the policy criteria below.</p>

Para 99h	<p>The Landscape evidence also provides guidance for wind energy development in each of the landscape character types identified within the study, which can help applicants in designing or mitigating the landscape impact of their proposals</p>
Para 99k	<p>99h. 99g. In the NPPF, and outlined above, developments for wind energy need to be able to demonstrate that, through consultation, the planning impacts identified by the affected local community have been fully addressed and the proposal has their backing. <u>Whether the proposal has the backing of the affected local community is a planning judgement for the decision maker.</u> It is recognised that any development may not be able to achieve 100% support from the community, particularly in relation to <u>renewable wind</u> energy development in rural areas, however examples of community support could be <u>(but not limited to)</u>:</p> <ul style="list-style-type: none"> - Community Renewable Energy Schemes (as set out in SCR4) - Support from representative organisations, such as Parish Councils <p><i>Renumbering of subsequent paragraphs within policy explanatory text. <u>99i to 99h and 99j to 99i and</u></i></p>
New Para 99l	<p>99k-99j. Given the rural nature of the <u>dDistrict</u>, and the opportunities for ground mounted solar arrays as part of the renewable energy mix, it is anticipated that <u>such Ground Mounted Solar A arrays, to which should be sited on land of lower agricultural quality and which is not functionally linked to nationally protected sites (SACs, SPAs and SSSIs), will continue to contribute significantly towards the dDistrict wide renewable energy target, in CP3, and to facilitate Green Infrastructure and biodiversity gains this policy is considered necessary (e.g. provisions for wildlife Placemaking Plan as proposed to be adopted – July 2017 66 and inclusion of permissive paths).</u></p> <p><i>Renumbering of subsequent paragraphs within policy explanatory text. <u>99l to 99k</u></i></p> <p>99m. An vidence base study has been undertaken to assess the Landscape Potential for solar energy of different scales of solar farm within the district. The Council particularly encourages ground mounted Solar energy development proposals in the high, moderate-high and moderate potential areas set out in the Solar Assessment Report and on land which is not functionally linked to nationally protected sites (SACs;SPAs,SSSIs). However proposals can be submitted in other landscape areas, provided that applicants clearly demonstrate that adverse impacts on the landscape can be satisfactorily mitigated and recognising that other considerations need to be addressed and as set out in the policy criteria below. The Landscape evidence also provides guidance for solar development in each of the landscape</p>

		<p><u>character types identified within the study, which can help applicants in designing or mitigating the landscape impact of their proposals.</u></p> <p><u>Identifying Suitable Areas for Renewable Energy Development</u></p> <p><u>99l. The Policies Map illustrates geographically the assessed landscape potential for renewable energy development in the District. Through the LPPU the Council has set out a landscape led approach for wind energy and ground-mounted solar PV to guide development to the best locations which is based on the Landscape Sensitivity Assessment (LSA) for Renewable Energy Development (LUC, 2021). Through Policy CP3:</u></p> <ul style="list-style-type: none"> <u>• Wind energy development proposals will be supported where they lie within a landscape area identified as being potentially suitable for this type of development (high, moderate-high, moderate and low-moderate potential areas) and will be normally refused in areas of low landscape potential.</u> <u>• Solar energy proposals are encouraged within locations with the best landscape potential (high, moderate-high, moderate potential). However, applications can be submitted in all areas and will not necessarily be refused in areas of lower landscape potential, provided that applicants can clearly demonstrate that the adverse impacts on the landscape can be satisfactorily mitigated.</u> <p><u>99m. The LSA provides judgements on the landscape potential of different parts (or landscape character types and areas) of the B&NES landscape to accommodate ground-mounted solar and wind energy development of differing scales. The results of this study provide an indication of landscape sensitivity and potential across the District, as well as information on potential opportunities and constraints for siting such developments. This evidence identifies broad areas of search for ground-mounted solar and wind energy development as illustrated by the Policies Map.</u></p> <p><u>99n. It is important to note that the LSA assessment does not provide guidance on the wide range of other planning issues that need to be considered as part of the preparation and determination of planning applications for renewable energy developments; these are addressed within the criteria of Policy CP3, as well as the expectation that applicants and decision makers should read the plan as whole.</u></p> <p><u>99o. The LSA assesses the suitability of different scales of developments, based on bandings that reflect those that are most likely to be put forward by developers.</u></p>
New Para 99m		
New Para 99n		
New Para 99o		

New Para
99p

Ground-mounted Solar PV Development (measured in hectares (Ha), covering the areas taken up by solar PV panels only)

• **Band A ≤5ha**

• **Band B >5 to 10ha**

• **Band C >10 to 15ha**

• **Band D >15 to 30ha**

Wind Energy Development Banding Turbine Height (to blade tip)

• **Band A 18 – 25m**

• **Band B 26 – 60m**

• **Band C 61 – 99m**

• **Band D 100 – 120m**

• **Band E 121 – 150m**

99p. The LSA assessment against landscape sensitivity criteria has been translated into overall categories of ‘landscape potential’ in Policy CP3:

<u>5 (Low potential)</u>	<u>Key characteristics and qualities of the landscape are highly vulnerable to change. New solar PV or wind energy developments are likely to result in a significant change in character. Therefore, there is low landscape potential for new development within the Landscape Character Area (LCA) /Landscape Character Type (LCT).</u>
<u>4 (Low – Moderate potential)</u>	<u>Key characteristics and qualities of the landscape are vulnerable to change from new solar PV or wind energy developments. There may be some very limited potential to accommodate developments without significantly changing landscape character. Great care would be needed in siting and design.</u>
<u>3 (Moderate potential)</u>	<u>Some of the key characteristics and qualities of the landscape are vulnerable to change. Although the landscape may have some</u>

New Para 99q		<u>potential to accommodate new solar PV or wind energy development, it is likely to cause a degree of change in character. Care would be needed in siting and design.</u>
	<u>2 (Moderate-High potential)</u>	<u>Fewer of the key characteristics and qualities of the landscape are vulnerable to change. The landscape is likely to be able to accommodate new solar PV or wind energy development with limited change in character. Care is still needed when siting and designing schemes to avoid adversely affecting landscape character.</u>
	<u>1 (High potential)</u>	<u>Key characteristics and qualities of the landscape are robust in that they can withstand change from the introduction of new solar PV or wind energy developments. The landscape is likely to have high potential to accommodate such development without a significant change in character. Care is still needed when siting and designing these developments to ensure best fit with the landscape.</u>

99q. Each of the LCTs across the District is attributed a category of landscape potential for the different scales of renewable energy development. Landscape potential is presented as maps of the LCTs covering the whole District, which are shown on the Policies Map. The LSA assessment report also presents the results of the assessment as separate profiles for each of the LCTs in B&NES. These detail:

- A summary description of the LCT against each of the assessment criteria, giving a landscape sensitivity assessment rating for both development types.
- Landscape potential 'scores' for new solar PV and wind energy development within each of the different bandings, using the five-point scale (listed above).
- An overall discussion on the landscape potential of the LCT to new solar PV and wind energy developments, referencing particular features, attributes or locations which may be more or less sensitive.

New Para 99r	
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		<ul style="list-style-type: none"> • <u>Discussion on any variations to the overall LCT scores at the LCA level.</u> • <u>Recommendations and guidance for accommodating future solar PV and wind energy developments in the landscape.</u> <p><u>Policy CP3 Approach</u></p> <p><u>99r. Part 1 of the policy sets out the criteria that apply to all types of renewable energy installations. In relation to both wind and ground mounted solar PV, further specific criteria have been added for each type of development under Parts 2 and 3 respectively. Please see Policy SCR2 for roof mounted/building integrated scale solar PV.</u></p> <ul style="list-style-type: none"> ○ <u>Wind energy development proposals will be supported where they lie within a landscape area identified as being potentially suitable for this type of development (high, moderate-high, moderate and low-moderate potential areas as indicated in the Policies Map) and will be normally refused in areas of low landscape potential.</u> ○ <u>In addition, this part of the policy sets out other specific factors/criteria that need to be addressed or mitigated. In line with the NPPF, applicants would need to demonstrate that, following consultation, the planning impacts identified by the affected local community have been fully addressed by the proposal.</u>
New Para 99s		<ul style="list-style-type: none"> • <u>Approach to ground mounted solar (Part 3):</u> <ul style="list-style-type: none"> ○ <u>The policy seeks to positively guide solar energy development to the most suitable locations in terms of landscape potential (high, moderate-high, moderate potential as indicated in the Policies Map), however applications can be submitted in all areas and will not necessarily be refused in areas of lower landscape potential, unless applicants cannot clearly demonstrate that the adverse impacts on the landscape can be satisfactorily mitigated.</u> ○ <u>Specific factors relating to this kind of development to be addressed/mitigated are also set out in this part of the policy.</u>
New Para 99t		<p><u>99n-99s. Part 4 of the policy relates to balancing or energy storage plant. As the most common renewable energy sources are intermittent there is a greater need for power reserves that can “balance” the grid by releasing power onto the grid at times when demand exceeds supply. Balancing plant can be gas turbines or gas engines that can be turned on at short notice to meet temporary demand. Alternatively, energy storage plants can be used to balance the grid, most</u></p>

**Policy CP3
Renewable
Energy**

commonly battery packs although other technologies are emerging. These either store energy from the grid to release when supply is scarce or can be co-located with renewable energy infrastructure to release renewable power when renewable energy production is otherwise unable to meet demand.

~~99e-99t.~~ It is acknowledged that there is a need for flexibility and stability in the energy supply, and that grid balancing plant will be required to help enable transition to 100% renewable electricity. However, the burning of fossil fuels for energy generation, including by gas balancing plants, would increase the District's carbon dioxide emissions and is therefore not supported since it is inconsistent with the Council's Climate Emergency Declaration. As part of the Council's commitment to the Climate and Nature emergency, it is also vital that biomass/fuel electricity generators are committed to sustainable sources for fuels at the planning stage and that such sources are utilised once the energy plant is operational. If such plants do not use sustainable sources clearly this undermines the benefits of this source of energy and its contribution to responding to the climate emergency, contrary to the 2008 Act.

**Policy CP3
Renewable Energy Targets**

Development should contribute to achieving the following minimum level of Renewable Electricity and Heat generation by 2029.

	Capacity (Megawatt)
Electricity	110MWe (Megawatt Electricity)
Heat	165MWth (Megawatt Thermal)

~~Proposals for low carbon and renewable energy infrastructure, including large scale freestanding installations, will be assessed under the national policies and against the following:~~

- ~~a: potential social and economic benefits including local job creation opportunities~~
- ~~b: contribution to significant community benefits~~
- ~~c: the need for secure and reliable energy generation capacity~~

d: environmental impact (see Policy CP6

Proposals for All Standalone Renewable Energy Types

1) Proposals for all renewable and low carbon energy-generating and distribution networks, will be supported in the context of sustainable development and climate change, where:

a) They balance the wider environmental, social and economic benefits of renewable electricity, heat and/or fuel production and distribution; and

b) They will not result in significant adverse impacts on the local environment that cannot be satisfactorily mitigated or do not and they accord with national policy, including:

- impacts to biodiversity;
- landscape and visual impacts including cumulative effects;
- impacts on the special qualities of all nationally important or protected landscapes, which must be conserved or enhanced;
- when considering applications for development within Areas of Outstanding Natural Beauty permission should be refused for major development other than in exceptional circumstances as set out in national policy, and where it can be demonstrated that the development is in the public interest; and

c) They are informed by an assessment of the impact the development might have on the significance of heritage assets and their settings, including the outstanding universal value of Bath World Heritage Site. Any harmful impact on the significance of a designated heritage asset requires a clear and convincing justification, detailing the benefits of the proposal and enabling them to be weighed against any harm that would be caused; and

d) They are supportive of land diversification and continued agricultural use; and

e) They provide at least 10% biodiversity net gain and multi-functional Green Infrastructure e.g. permissive paths and wildlife corridors; and

~~f) They Commercial led energy schemes with a capacity over 5MW shall provide an option to communities to own at least 5% of the scheme~~

~~;~~ and

~~gf)~~ There are appropriate plans and a mechanism in place for the removal of the technology on cessation of generation, and restoration of the site to its original use or an acceptable alternative use;

Opportunities for co-location of energy producers with energy users will be supported.

Significant weight Support will be given to community led energy schemes where evidence of community support can be demonstrated, with administrative and financial structures in place to deliver/manage the project and any income from it.

In addition, the following criteria will be used to assess proposals for each of the following energy generation types:

Wind energy

2) Wind energy development proposals will be supported where they:

a) Lie within a landscape area identified as being potentially suitable for this type of development (high, moderate-high, moderate and low-moderate potential areas set out in the Wind Energy Assessment Report and shown on the Policies Map). There will be a presumption against wind energy development proposals in low potential landscape areas.

Applicants would need to clearly demonstrate that adverse impacts on the landscape can be satisfactorily mitigated in these areas; and

b) Demonstrate that, following consultation, the planning impacts identified by the affected local community have been fully addressed by the proposal; and

~~c) Avoid or adequately mitigate shadow flicker and adverse impact on air traffic operations, radar and air navigational installations; and~~

c) There is sufficient separation from the proposed wind turbines and/or mitigation measures, to protect residential amenity as a result of noise, shadow flicker and visual intrusion;

d) The proposals have addressed any potential adverse effects on the safety of aviation operations and navigational systems;

e) Potential interference to television and/or radio reception and information and telecommunications systems will be avoided and/or mitigated;

f) The proposed site access arrangements and access routes are suitable for the construction phase, including the delivery of turbine components and construction materials, the operational phase, and the decommissioning of the proposed wind farm. The use of aggregates, concrete batching and provision of grid connection infrastructure ensure adverse impacts are avoided or satisfactorily mitigated; and

dg) Ensure flight paths and habitat corridors of protected mobile species such as birds and bats, and functionally linked habitat associated with protected sites (SACs; SPAs; SSSIs), are not adversely affected

Ground Mounted Solar Energy

3) The Council particularly encourages ground mounted solar energy development proposals on land which is not functionally linked to nationally protected sites (SACs;SPAs,SSSIs) in the high, moderate-high, moderate potential areas set out in the Solar Assessment Report and shown on the Policies Map (subject to the other criteria in this policy).

Proposals will be acceptable in other areas (of lower potential) provided that applicants clearly demonstrate that adverse impacts on the landscape can be satisfactorily mitigated (as set out in 1b). (See SCR2 for roof mounted solar)

In addition, ground mounted solar energy development proposals will be supported where they:

- a. Are not sited on the best and most versatile agricultural land (Grades 1, 2, and 3a) unless significant sustainability benefits are demonstrated to outweigh any loss;**
- b. Maintain grazing regimes within SAC bat sustenance zones;**
- c. Avoid the loss of hedgerow & woodland connectivity;~~and~~**
- d. Avoid the loss and deterioration of UK priority habitats (as shown on the Policies Map);and**

		<p>e. Meet current best practice guidelines and standards on protection and enhancement of biodiversity.</p> <p>Energy balancing plants</p> <p>4)Energy installations to balance electricity demand and supply in order to assist the transition to 100% renewable electricity must be met by:</p> <ol style="list-style-type: none"> 1. Energy storage plant co-located with renewable energy generation plant; or 2. Freestanding energy storage plant <p>Balancing plant, or other freestanding energy generation plant, that increases the <u>District's</u> carbon emissions, for example those that burn fossil fuels directly, such as gas or fuels derived from oil, will be refused unless it can be demonstrated by the applicant that the proposal is required for the purposes of temporarily supporting energy needs for a specified and limited temporary period of time.</p> <p>Applications for energy plant utilising virgin plant feedstocks will need to robustly demonstrate that the feedstock will be sourced sustainably.</p>
MM5	Para 107a	Through the Local Plan Partial Update there is an opportunity to revise the sustainable construction policies with an aim to achieve net zero construction. Therefore, policy CP2 of the Core Strategy and SCR1 of the Placemaking Plan will be <u>has been</u> replaced with a new sustainable construction policy.
	Para 107b	The government is proposing to update part L of the Building Regulations to achieve more energy efficient homes. The new Part L <u>will be</u> called the Future Homes Standard <u>and is planned to be implemented from 2025</u> . In January 2021 the government released their response to the Future Homes Standards Consultation. The results of the consultation have confirmed that local authorities will still be able to set their own standards. The government has stated their intention to bring in the Future Homes Standards in 2025 but the exact method of how carbon reduction will be enacted is still subject to future consultation. <u>As an interim measure the government are now proposing an uplift of 31% above current Building Regulations requirements. This is due to be published in December 2021 and come into effect June 2022. As an interim measure from June 2022, a 31% CO₂ reduction above Part L 2013 must be achieved to comply with Building Regulations requirements.</u>
	Para 107e	

**Policy SCR6
Sustainable
Construction
Policy for
New Build
Residential
Development**

107g. Policy SCR6 applies to all types of residential development. This includes dwellings and purpose-built accommodation, such as PBSA and care homes. Policy SCR6 does not apply to existing buildings that propose applications for extensions, conversions and other changes of use.

107h. Applicants must adhere to the energy hierarchy of improving fabric first, then adding renewables and finally offsetting emissions that can't be mitigated onsite, but with no fixed targets at each stage due to the difficulty of setting targets when Part L (the baseline) is changing. Please refer to paragraph 107e for information on offsetting.

Policy SCR6 Sustainable Construction Policy for New Build Residential Development

New build residential development will be required to meet the standards set out below.

New build residential development will aim to achieve zero operational emissions by reducing heat and power demand then supplying all energy demand through onsite renewables. Through the submission of an appropriate energy assessment, having regard to the Sustainable Construction Checklist SPD ~~a sustainable construction checklist~~, proposed new dwellings residential development will demonstrate the following:

- Space heating demand less than 30kWh/m²/annum;
- Total energy use less than 40kWh/m²/annum; and
- On site renewable energy generation to match the total energy use, with a preference for roof mounted solar PV
- Connection to a low- or zero-carbon ~~d~~ District heating network where available

Major residential development

In the case of major developments where the use of on site renewables to match total energy consumption is demonstrated to be not technically feasible (for example with apartments) or economically viable, renewable energy generation should be maximised and the residual on site renewable energy generation (calculated as the equivalent carbon emissions) must be offset by a financial contribution paid into the Council's carbon offset fund where the legal tests set out in the Community Infrastructure Regulations are met.

		<u>Applications for 50 dwellings or more are required to demonstrate that the CIBSE TM59 overheating target has been met in the current climate, and a strategy submitted to show how overheating can be mitigated in the future climate</u>
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MM6	Policy SCR7 Sustainable Construction Policy for new Build Non-Residential Buildings	<p>Policy SCR7 Sustainable Construction Policy for new Build Non-Residential Buildings</p> <p>New build non-residential major development will maximise carbon reduction through sustainable construction measures. Through the submission of <u>an appropriate energy assessment having regard to the Sustainable Construction Checklist SPD</u> a sustainable construction checklist all planning applications will provide evidence that the standards below are met.</p> <p>Major development is to achieve a 100% regulated operational carbon emissions reduction from Building Regulations Part L 2013 (or future equivalent legislation), following the hierarchy set out below.</p> <ul style="list-style-type: none"> • Minimise energy use through the use of energy efficient fabric and services • Residual energy use should be met through connection to a <u>low- or zero-carbon</u> heat network if available • Maximise opportunities for renewable energy to mitigate all regulated operational emissions • Residual carbon emissions that cannot be mitigated on site should be offset through a financial contribution to the Council's carbon offset fund
MM7	Para 107i Policy SCR8 Embodied Carbon	<p>107i.107h. Embodied carbon emissions are the carbon emissions resulting from the materials, production, demolition and disposal. An embodied carbon assessment <u>in the context of the LPPU</u> provides details of a building's materials used in the substructure, superstructure and finishes. This provides a true picture of a buildings carbon impact on the environment.</p> <p>Policy SCR8 Embodied Carbon</p> <p>Large scale new-build developments (a minimum of 50 dwellings or a minimum of 5000m² of commercial floor space) are required to submit an Embodied Carbon Assessment having regard to the Sustainable Construction Checklist SPD that demonstrates a score of less than <u>900kgCO₂e/m²</u> 900kg/sqm of carbon can be achieved within the development for the substructure, superstructure and finishes.</p>
MM8	CP4 District heating	<p>POLICY CP4 DISTRICT HEATING</p> <p>The use of combined heat and power (CHP), and/or combined cooling, heat and power (CCHP) and district heating will be encouraged. Within the twothree "district heating priority areas", indicated on Diagram 19 (Bath Central, and Bath Riverside and Keynsham High Street), and shown in detail in the associated evidence base, development will be expected to incorporate infrastructure for district heating, and will be expected to connect to existing systems where and when this is available, unless demonstrated that this would render development unviable, <u>or if an alternative zero carbon heat source is proposed.</u></p>

MM9	<p data-bbox="241 264 383 292">Para 132b</p> <p data-bbox="241 568 400 667">Policy SCR 9 EV charging</p>	<p data-bbox="450 264 2130 531">Electric Vehicle Infrastructure is best provided at the construction stage. This policy seeks to provide electric vehicle infrastructure within new residential and non-residential development where parking is provided. <u>There are grid connection cost exemptions that apply to providing vehicle charging infrastructure which are set out in Building Regulations and outlined in the Transport and Development SPD. Where costs for grid connections of 7kW minimum active and passive charging can be evidenced to exceed £3,600 (per dwelling), an exemption to a supply of slow charge, 16 amp 3.7 kW, single phase power supply active and passive charging may be applicable. Further exemptions may also apply for grid connections for 3.7 kW active and passive charging costing more than £3,600 (per dwelling). The policy will complement the aims set out in the councils On Street Electric Vehicle Charging Strategy.</u></p> <p data-bbox="450 603 1256 630">New Policy SCR9 Electric vehicles charging infrastructure</p> <p data-bbox="450 671 2130 903">New Build Residential Development: All dwellings with one or more dedicated parking space or garage must provide access to electric vehicle charging infrastructure. Further guidance will be set out in the Transport and Development Supplementary Planning Document. Where off street parking is not provided and parking is provided on streets <u>within the proposed development proposal</u>, the design and layout of the <u>proposed development</u> should incorporate infrastructure to enable the <u>on-street</u> charging of electric vehicles <u>on the streets within the proposed development</u> which does not compromise any special characteristics of the area, the public realm or the mobility of other users.</p> <p data-bbox="450 943 2051 1074">New Build Non-residential development In all non-residential developments providing 1 or more car parking bays, access to electric vehicle charging infrastructure must be provided. Further guidance will be set out in the Transport and Development Supplementary Planning Document.</p> <p data-bbox="450 1114 2085 1278">Grid Capacity Where the costs of providing the necessary capacity in the local electric grid infrastructure connections to support electric vehicle infrastructure are abnormally high <u>(as defined in the Building Regulations and referenced in the Transport & Development SPD)</u> the applicant must provide evidence to robustly demonstrate why they are not able to comply with the above policy.</p>
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MM10	POLICY NE3:	<p>Sites, Habitats and Species</p> <p>Insert the following text after clause 5.</p> <p><u>For protected species this means:</u></p> <p><u>Adverse impacts on European, UK protected species, UK Priority and locally important species must be avoided wherever possible</u></p> <p><u>(i) subject to the legal tests afforded to them, where applicable; and</u></p> <p><u>(ii) otherwise, unless the need for and benefits of the proposed development clearly outweigh the loss; and</u></p> <p><u>(iii) where impacts have been minimised; and</u></p> <p><u>(iv) it can be demonstrated that it is possible to mitigate and compensate for any loss</u></p>
MM11	<p>Para 267b</p> <p>Para 267c</p> <p>Para 267e</p> <p>Para 267f (new)</p>	<p><u>267b. The Environment Act 2021 aims to improve air and water quality, tackle waste, improve biodiversity and make other environmental improvements. All new development will be required to deliver a 10% increase in biodiversity and this should become mandatory late 2023. Biodiversity Net Gain (BNG) is the achievement of measurable gains for biodiversity through new development and occurs when a development leaves biodiversity in a better state than before development. The Environment Bill proposes to introduce a 10% mandatory requirement for biodiversity net gain for certain development types, and will set out specific requirements, including use of different DEFRA metrics for major and minor schemes, and the requirement for long term habitat management plans for BNG habitats retained, created or enhanced.</u></p> <p><u>267c.- Prior to the mandatory BNG requirements coming into effect the Council's BNG policy NE3a will reflect the proposed mandatory measures, including exemptions (see para 267f), use of the DEFRA metrics and emerging national guidance. The council will also seek use of the 10 BNG Good Practice Principles Biodiversity Net Gain: Good practice principles for development © CIEEM, CIRIA, IEMA, 2016. Development proposals subject to the requirements of Policy NE3a should also have regard to the Council's BNG Guidance Note (which will inform a future BNG SPD) and the Planning Obligations SPD.</u></p> <p><u>267e. The Council has prepared a BNG Guidance Note that will inform and be developed into Work is progressing on the a B&NES Biodiversity Net Gain Supplementary Planning Document (SPD) setting out local requirements for delivering biodiversity net gain and opportunities to deliver biodiversity net gain on householder and exempted brownfield sites.</u></p> <p><u>267f. For clarity, exemptions for the 10% mandatory BNG requirement include: Any development defined as Permitted Development by The Town and Country Planning (General Permitted Development) (England) Order 2015 (amended 2022); Any development defined as a Householders Development (extensions/alterations/ outbuildings within the</u></p>

	<p>Para 267g</p> <p>Policy NE3a</p>	<p><u>curtilage of a residential dwelling); and Change of Use Applications. Policy NE3a and the accompanying BNG Guidance Note encourage and support opportunities to secure BNG on exempted development schemes.</u></p> <p><u>267f 267g Research will be undertaken to explore</u> It is proposed to take forward <u>introducing a higher requirement of 15% BNG within through preparation of the new</u> full Local Plan Review.</p> <p>New Policy NE3a Biodiversity Net Gain</p> <p>Development will only be permitted for major developments where a Biodiversity Net Gain of <u>at least a minimum of 10%</u> is demonstrated and secured in perpetuity (at least 30 years) subject to the following requirements:</p> <p>a The latest DEFRA metric or agreed equivalent is used to quantify the biodiversity value of the site predevelopment, post-development after application of the mitigation hierarchy and for any off-site areas proposed for habitat creation or enhancement both pre- and post development.</p> <p>b That the assessment be undertaken by a suitably qualified and/or experience ecologist and is submitted together with baseline and proposed habitat mapping in a digital format with the application.</p> <p>c A management plan will be required, detailing how the post-development biodiversity values of the site and any supporting off-site provision will be secured, managed and monitored in perpetuity.</p> <p>d Any off-site habitats created or enhanced are well located to maximise opportunities for local nature recovery.</p> <p>For minor developments, development will only be permitted where no net loss and appropriate net gain of biodiversity is secured using the latest DEFRA Small Sites metric or agreed equivalent.</p> <p>Opportunities to secure Biodiversity Net Gain on householder developments and exempted brownfield sites will be supported.</p>
MM12	<p>Para 301.</p>	<p><u>Limited infilling Development</u> in villages within the Green Belt</p> <p>301. There are a number of settlements in the District that are washed over by the Green Belt. These area: The following that have been identified to be a village and have a defined infill boundary are:</p>

		<p>Burnett, Chelwood, Chew Magna, Chew Stoke, Claverton, Combe Hay, Compton Dando, Corston, Dunkerton, Englishcombe, Freshford, Hinton Charterhouse, Kelston, Marksbury, Monkton Combe, Newton St. Loe, North Stoke, Norton Malreward, Pensford, Priston, Queen Charlton, Shoscombe, South Stoke, Stanton Drew (including Upper Stanton Drew and Highfields), Stanton Prior, Tunley, Upper Swainswick, Wellow and Woolley.</p>
	Para 302	<p>Para 302. The NPPF confirms that although the construction of new buildings is regarded as inappropriate development in Green Belt, limited infilling in villages is considered an exception to this policy. The Adopted Core Strategy defines 'infilling' in relation to housing as the filling of small gaps within existing development. e.g. the building of one or two houses on a small vacant plot in an otherwise extensively built up frontage, the plot generally being surrounded on at least three sides by developed sites or roads. In respect of housing development it <u>comprises: a) The building of one or two houses on a small vacant plot in an otherwise extensively built-up frontage, and b) The plot is generally surrounded on at least three sides by developed sites or roads. When considering development proposals, the decision maker would still have to conclude whether a proposal constitutes inappropriate development, and if so, should not be approved except in very special circumstances.</u></p>
	Para 302a	<p>Para 302a. As the NPPF confirms that <u>limited</u> infilling in villages within the Green Belt is not regarded as inappropriate development, infill boundaries were <u>have been</u> defined in consultation with parish councils for all villages washed over by the Green Belt. Infill boundaries <u>have been</u> defined so as to encompass all parts of the village where there are opportunities for <u>limited</u> infill development and to exclude those areas where development would not be infill. As such the infill boundaries define the areas where <u>limited</u> infill development that meets the definition in the Core Strategy would be acceptable in principle to help to avoid dispute over whether particular sites are covered by infill policies and provide certainty as to where new buildings would be acceptable in Green Belt settlements, subject to other material considerations.</p>
	New Para 302b	<p><u>302b. The NPPF (paragraph 149) also lists other exceptions to inappropriate development. In determining planning applications the decision-maker will need to decide whether a proposal is inappropriate development in accordance with the NPPF, in which it case it will be refused other than in very special circumstances.</u></p>
	Policy GB2	<p>Policy GB2 <u>LIMITED INFILLING DEVELOPMENT</u> IN GREEN BELT VILLAGES</p> <p>Development New buildings in villages in the Green Belt will not be permitted unless it <u>is limited infilling or it falls under the exceptions to inappropriate development listed within the NPPF.</u> is limited to infilling and the proposal is located within</p>

		<p><u>the defined Infill Boundary.</u> in the case of residential development the proposal is within the defined Housing Development Boundary.</p> <p><u>Proposed limited infill development should be located within the defined Infill boundary shown on the Policies Map and will have to meet the definition of limited infill as set out below to be considered acceptable.</u></p> <p><u>The definition of limited infilling is the filling of small gaps in existing development comprising:</u></p> <p><u>a) The building of one or two houses on a small vacant plot in an otherwise extensively built-up frontage; and</u> <u>b) The plot is generally surrounded on at least three sides by developed sites or roads</u></p> <p><u>Forms of development which fall within the other exceptions to inappropriate development set out in NPPF, paragraph 149 will be dealt with consistent with national policy set out in the NPPF.</u></p>
MM13	Policy H2 HMO	<p>Policy H2 HMO</p> <p>i. If the site is within Bath, and within an area with a high concentration of existing HMOs <u>(as defined in having regard to the Houses in Multiple Occupation in Bath Supplementary Planning Document, or successor document), further changes of use to HMO use will not be supported as they will be contrary to supporting a balanced community;</u></p> <p><u>vi. The HMO property does not achieve an Energy Performance Certificate “C” rating (unless one or more of the exemptions set out in the HMO SPD applies), unless one or more of the following exemptions applies:</u></p> <p>a) <u>The cost of making the cheapest recommended improvement would exceed £10,000 (including VAT).</u> b) <u>Where all relevant energy efficiency improvements for the property have been made (or there are none that can be made) and the property remains below EPC C.</u> c) <u>Where the proposed energy efficiency measures are not appropriate for the property due to potential negative impact on fabric or structure.</u> d) <u>Where the minimum energy performance requirements would unacceptably harm the heritage significance of a heritage asset.</u></p>
MM14	New 370a New 370b	<p>370a. Purpose Built Student Accommodation (PBSA) is accommodation built, or converted, with the specific intention of being occupied by students. Such accommodation is usually provided in the form of cluster flats with shared facilities, individual en-suite units, or studios, and relates to buildings which are not classified by planning use class, or licensing, as HMOs.</p>

New 370c	<p>370b. The Council's policy framework seeks to address student accommodation needs arising from educational establishments, whilst not prejudicing other economic, environmental and social objectives from being achieved across the <u>dDistrict</u>.</p>
New Para 370d	<p><u>370c. Policy B5 sets out the overall strategy to manage student accommodation. In accordance with the strategy set out by Policy B5, Policy H2A facilitates PBSA on-campus as a first priority, and sets out that it will only be allowed on other sites where a need can be demonstrated. Policies B5 and H2A set out that as a first priority PBSA should be developed on-campus, and that it will only be allowed on other sites where a need can be demonstrated. Policy H2A sets out the policy requirements for all new, extensions to and conversions to PBSA. on sites not allocated for student accommodation, including the demonstration of need in the form of a formal agreement between a developer and an education provider, confirming the number of bed-spaces and accommodation type required.</u></p>
New Para 370e	<p><u>370d. The SHMA that underpinned the Core Strategy housing targets acknowledged the complexity of the population growth in Bath due to its large student population and stated that it is appropriate to provide more detailed local projections with more localised considerations. Therefore, the Council has been engaging with both of the city's Universities to help understand their expected future growth and associated student accommodation requirements and the impact of student growth on wider housing requirements.</u></p>
New Para 370f	<p><u>370e. The current future growth projections for the University of Bath and Bath Spa University have been analysed to provide information on the additional PBSA bedspaces required in Bath to meet projected growth. The estimated number of additional bedspaces required to facilitate the universities' future growth over the Plan period is set out in the Authority Monitoring Report for University Growth and Student Accommodation Requirements. The Council will continue to work closely with the two Universities to understand growth projections on an annual basis throughout the Plan period.</u></p>
New Para 370g	<p><u>370f. Accommodation required for first year students arising from the future growth of Universities will be met by new on-campus PBSA development allocated through policy SB19. It is established practice that the Universities guarantee PBSA accommodation for first year students, but not for second and third year students. This has resulted in the significant expansion of the student lettings market in the form of HMOs.</u></p>
New Para 370h	<p><u>370g. Any PBSA bedspaces proposed off-campus must either meet the growth-related need of an educational establishment in the District, evidenced by the provision of a formal agreement with the establishment, or meet the need of second and third year university students who would often otherwise reside in Houses in Multiple Occupation (HMOs) across the city.</u></p>

370h. The following tables show an average cost comparison summary between renting a bedspace within a private PBSA development within the city, renting a university-led PBSA bedspace, and renting a room in a HMO. The first table shows an average cost comparison for PBSA in general, and the second table shows an average cost comparison only for cluster flats taken from the Council's Topic Paper: Price Comparison Research for Student Accommodation in Bath. The tables reflect the average rental costs for the different product accommodation types in 2021. As the product types vary in terms of what may or may not be included within the prices, such as utilities costs, they are illustrative only and direct comparisons should not be drawn.

<u>Accommodation type</u>	<u>Average cost per person per week (2021)</u>
<u>Private PBSA bedspace</u>	<u>£214</u>
<u>University PBSA bedspace</u>	<u>£159</u>
<u>HMO</u>	<u>£125</u>

<u>Accommodation type</u>	<u>Average cost per person per week (2021)</u>
<u>Private PBSA bedspace (Cluster flats only)</u>	<u>£168</u>
<u>University PBSA bedspace (Cluster flats only)</u>	<u>£137</u>
<u>HMO</u>	<u>£125</u>

370i. In order to meet the needs of second and third year students who would otherwise often reside in HMOs, PBSA developments must meet the requirements of such students with regards to type of accommodation. These students generally have a preference to live as a household with friends, at a cost level similar to renting a HMO. Such accommodation will likely comprise cluster flats with shared facilities.

370j. As necessary, a condition should be attached to any planning permission for such off-campus accommodation, to ensure that it is provided solely for second and third year students.

370k. Policy H2A criterion e) requires development to be well designed to sufficiently meet the needs of its occupiers. The appropriate standard described within the criterion will relate to:

New Para
370i

New Para
370j

New Para
370k

370l

Policy H2A
PBSA

- how functional, adaptable, and accessible spaces within the development are;
- whether there is sufficient space for furniture, activity and movement;
- whether the development comprises adequately sized rooms and convenient and efficient room layouts;
- whether the accommodation provides for appropriate levels of amenity, such as consideration of privacy, outlook and natural light; and
- whether the development provides adequate facilities for use by occupiers.

370I. Policy H2A criterion g) refers to provision of adequate storage for recycling and refuse, having regard to Waste Planning Guidance. Such guidance can be accessed on the Council's website at the following link:
<https://www.bathnes.gov.uk/services/bins-rubbish-and-recycling/waste-strategy-statistics-and-health-safety/waste-planning-guida>

Policy H2A PBSA

Purpose built student accommodation of an appropriate scale and design will be permitted:

a) 1. On allocated sites where student accommodation use is specifically identified within the Development Principles; or

b) 2. Elsewhere in the dDistrict (except for areas restricted by policy B5), only where it can be demonstrated that there is a need for additional student accommodation, and subject to the provisions of policy B5. All proposals for new, extensions to, or conversions to, In these locations proposals for Purpose-Built Student Accommodation on sites not allocated for student accommodation, will be required to demonstrate that:

- There is a need for additional student accommodation of the type and in the location proposed, evidenced by a formal agreement between the developer and a relevant education provider located within the District, for the supply of bed spaces created by the development; or
- The proposed development meets the needs of second and third year university students.

All proposals for Purpose Built Student Accommodation proposals will also be required to demonstrate that:

		<p>ii. <u>a.</u> The proposal will not result in a significant negative impact on retail, employment, leisure, tourism, housing or the council's wider strategic objectives;</p> <p>iii. <u>b.</u> The site is in a location accessible by sustainable transport methods, including to the educational establishment to which it is associated;</p> <p>iv. <u>c.</u> The use of the site for student accommodation is appropriate in relation to neighbouring uses;</p> <p>v. <u>d.</u> The development will not have an unacceptable impact on the amenity of surrounding residents. A management plan must be provided prior to occupation of the development, to ensure adequate management arrangements have been incorporated;</p> <p>vi. <u>e.</u> The internal design, layout and size of accommodation and facilities are of an appropriate standard;</p> <p>vii. <u>f.</u> The proposal provides an appropriate level of car parking having regard to <u>relevant standards the Transport and Development SPD</u>, and provides adequate provision for servicing, pick up and drop off;</p> <p>viii. <u>g.</u> The proposal provides adequate storage for recycling/refuse and bicycles, <u>in line with relevant standards having regard to Waste Planning Guidance and the Transport and Development SPD</u>;</p> <p>ix. <u>h.</u> The development has been designed in such a way that it is capable of being re-configured through internal alterations to meet general housing needs in the future if necessary; and</p> <p>x. <u>i.</u> The proposal accords with other relevant Local Plan policies relating to, but not limited to, impact on the historic environment, high quality design, landscape, transport and access, flood risk and drainage, nature conservation, pollution and contamination, and responding to climate change.</p>
MM15	New Para 387e	New Para 387e For the purposes of this policy, residential development includes <u>student accommodation, co-living, build to rent, specialist housing and older person housing</u> all forms of residential accommodation where <u>Building Regulations under Approved Document M: Volume 1 (dwellings)</u> apply.
MM16	Policy ED1B	POLICY ED1B: CHANGE OF USE & REDEVELOPMENT OF <u>B1 (A)</u> OFFICE TO RESIDENTIAL USE

		<p>1. Change of use (i.e. conversion) The conversion of office space (B1a) to residential C3 is normally permitted development, subject to the exceptions set out in the GPDO GDPO. (which includes listed buildings). The principle of change of use through conversion of listed buildings in office use to C3 residential use is also accepted, <u>subject to the provisions of Policy HE1. provided there is no adverse impact on the significance of the listed building.</u></p>
MM17	Policy RE1	<p>POLICY RE1: EMPLOYMENT USES IN THE COUNTRYSIDE</p> <p>Proposals for employment uses in the countryside outside the scope of Core Strategy Policies RA1 and RA2 will be permitted providing they are consistent with all other relevant policies, and involves:</p> <p>i) replacement of existing buildings; ii) the limited expansion, intensification or redevelopment of existing premises or <u>redevelopment of previously developed land where it is not habitat functionally linked to a European site</u>; and iii) they would not lead to dispersal of activity that prejudices town and village vitality and viability</p>
MM18	Policy ST2	<p>POLICY ST2: SUSTAINABLE TRANSPORT ROUTES</p> <p>Development which prejudices the use of <u>safeguarded land including</u> former railway land for sustainable transport purposes as shown on the Policies Map will not be permitted.</p>
MM19	Policy ST2A	<p>POLICY ST2A: Active Travel Routes RECREATIONAL ROUTES</p> <p>1. Development which adversely affects the recreational and amenity value of, or access to, public rights of way and other publicly accessible routes for walking, cycling and riding will not be permitted, unless any harm can be successfully mitigated.</p> <p>2. A development proposal affecting a publicly accessible recreational active travel route will be expected to maintain and/or incorporate the route within the scheme, provide appropriate enhancements to the route <u>in line with having regard to guidance set out in the Transport and Development SPD</u>, and depending on the location, the Council will seek to negotiate the provision of support additional linkages between urban areas and the wider countryside, open spaces and the River or Canal. Opportunities to make and enhance strategic connections between, and within, urban areas and other key origins/destinations, utilising these routes, should be investigated and implemented wherever feasible and necessary.</p> <p>3. Development that adversely impacts on the established cycle active travel routes shown on the Policies Map will not be permitted, unless any harm can be successfully mitigated.</p>
MM20	Policy ST3	<p>POLICY ST3: TRANSPORT INFRASTRUCTURE</p> <p>Within the context of Core Strategy Policy CP6(1) the development of transport infrastructure will only be permitted provided that the following requirements have been met:</p> <p>5) Schemes which propose increases in traffic capacity will also be required to incorporate <u>commensurate appropriate improvements to the sustainable transport network</u></p>

MM21	Policy ST7	<p>POLICY ST7 TRANSPORT REQUIREMENTS FOR MANAGING DEVELOPMENT</p> <p>1) Development will be permitted providing the following provisions are met:</p> <p>b) Safe and convenient access to and within the site for pedestrians, cyclists and those with a mobility impairment is provided or enhanced. Walking and cycling assessment and facilities are provided <u>in-line with having regard to the Transport and Development SPD</u>, including safe, convenient and inclusive access to and within the site for pedestrians and cyclists;</p> <p>2) In the case of new development proposals, facilities for charging plug-in and other ultra-low emission vehicles will be sought in line with having regard to the Transport and Development SPD.</p> <p>3) Transport assessments/<u>statements & Travel Plans</u></p> <p>a. Planning applications for developments that generate significant levels of movement should be accompanied by a transport assessment or transport statement in accordance with National Planning Policy Framework and Planning Practice Guidance. Schemes will be expected to be tested through transport the Council's modelling, as necessary.</p> <p>b. Travel Plans will be expected to be provided <u>in-line with having regard to the Transport and Development SPD.</u></p>
	Bath	
MM22	Context	SB8 <u>Bath</u> Western Riverside
	New Para 152d.	<p>152d. The second phase of the Bath Riverside development offers great potential to further deliver sustainable connections through the site and with the wider area to the benefit of the city. The route of the former railway line that runs through the site and westwards through the Newbridge Riverside Policy area to connect to the Bristol Bath Railway Path (BBRP) is safeguarded as a Sustainable Transport Route. The delivery of this route through this site is a key requirement. It is also a requirement to provide a direct, well-aligned and high quality crossing over Windsor Bridge Road and to deliver an upgrade to the disused former railway bridge over the river to allow use by pedestrians and cyclists and to link the site with the BBRP. <u>The Council recognises that further work is required at the Development Management stage on the feasibility of the various options for the crossing of Windsor Bridge Road, which may include the assessment of crossing options both at grade and grade separated.</u></p>
	Policy SB8 Bath Western Riverside	<p>Policy SB8 Bath Western Riverside</p> <p>Development Requirements and Design Principles</p> <p><u>Collectively, across the entire SB8 area,</u> development proposals will:</p> <p>1 Deliver <u>high density</u> residential development of around 1,750 dwellings across the whole site. Proposals for Purpose Built Student Accommodation shall not be permitted.</p>

2. Deliver ~~a Primary School~~, an early years facility and a new community hub with communal facilities to promote healthy lifestyles and community cohesion.

~~4 Ensure that new streets and spaces throughout the area are implemented by the developer/s and are to be in accordance with the relevant typology as set out in the Bath Pattern Book.~~

~~5-4~~ Be required to provide a comprehensive Transport Assessment to assess the transport requirements of development proposals. This will need to include a traffic impact assessment modelling the effects of additional transport demand on the Upper Bristol Road and Lower Bristol Road corridors and additional locations to be agreed with the Local Highways Authority. It will also need to investigate which specific infrastructure elements, such as integrating with emerging Metrobus/Mass Transit proposals and the options for crossing Windsor Bridge Road, are feasible solutions for the provision of sustainable transport. Development is to provide comprehensive on and off site transport infrastructure, as found necessary through the Transport Assessment including, but not limited to:

c. Low car development will be supported and must be accompanied by high quality sustainable transport alternatives to car usage and ownership, including integrating with emerging Metrobus / Mass Transit proposals and providing access to electric car club vehicles.

d. Provide a level of car parking consistent with that has regard to the standards set out in the Council's Transport & Development SPD, with any departure from these standards robustly justified on the basis that proposals are an exemplar for sustainable travel.

g. Deliver the Sustainable Transport Route from east to west across the site. This is required to:
iii. Deliver a direct, well-aligned and high-quality pedestrian and cycle crossing over of Windsor Bridge Road to that connects to the former railway bridge over the river and to the Bath Riverside Site. Modelling will be required to demonstrate the effects of interaction with existing junctions.

~~v. Integrate with emerging Metrobus / Mass Transit proposals. Design of the route should support Mass Transit proposals as they emerge, which may involve direct usage of the route by the Mass Transit scheme.~~

Amend Clause vi. to clause v.

		<p><u>6 5</u> Retain and enhance green infrastructure and habitats along the riverside edge <u>where possible</u>, providing a biodiversity led approach towards the treatment of this area. <u>Where vegetation clearance is necessitated for site preparation the vegetation shall be reinstated</u>. Built form shall be set back from the <u>existing retained or reinstated</u> riverside habitat infrastructure by a buffer of at least 10 metres <u>where feasible</u>. This buffer could be used for informal public open space but must retain a habitat function, a light shielding function, and improved access to the river for maintenance purposes. Built form must respond appropriately to this habitat buffer.</p> <p><i>Amend Clause 7 to clause 6</i></p> <p><u>8 7</u> Provide and implement a bird and bat enhancement strategy to deliver a minimum of 20 nest or roost site per apartment block, in the form of integrated bird and bat boxes within new buildings, and/or as standalone features within the public realm, such as bat walls and swift towers. Additional features such as log piles, insect hotels, bee bricks, hedgehog connectivity measures and green and brown roofs / walls are also required.</p> <p><i>Amend Clause 9, 10, 11, 12 to clause 8, 9, 10 and 11</i></p> <p><u>13 12</u> Not detract from important views over the site including, but not limited to, longer, sweeping views towards the Georgian City and views from historically important viewpoints as set out in the WHS Setting SPD; and should respond appropriately to the general characteristics of buildings heights within the city. An analysis is required to enable an appropriate response and to influence the height, massing and design of buildings. The Bath Building Heights Strategy (BBHS) should be used as part of the evidence base and the starting point for this analysis which must also include a detailed Landscape and Visual Impact Assessment (LVIA). The BBHS identifies this site as being within zone 3 – the Valley Floor and recommends that for new development ‘building shoulder height should be 4 storeys. One additional setback storey within the roofscape is likely to be acceptable’. <u>Note that this is a recommendation for the general height only and is subject to modifiers.</u></p> <p><i>Amend Clause 14 to 13.</i></p>
MM23	Policy B3g Strategic Policy for Twerton and	<p>Policy B3 Policy B3g Strategic Policy for Twerton and Newbridge Riverside</p> <p>Clause 2(g)</p> <p>University Locksbrook Campus (<u>Policy SB22</u>) is located within the Newbridge Riverside. There are significant opportunities for new development increasing activity in creative industries and improving the retention of graduates.</p>

	<p>Newbridge Riverside</p> <p>New Para 167h</p> <p>SB22 (Creative Hub)</p>	<p>167h. This is the area allocated for a Creative Industry Hub where Bath Spa University and businesses will work together to increase local growth and innovation. The Hub aims to:</p> <ul style="list-style-type: none"> • Encourage universities to strengthen their roles as strategic partners in local growth • Stimulate development of <u>employment space including incubator or ‘grow-on’ space for small businesses in locations that encourage businesses to interact with universities and to innovate, as well as some higher education teaching space.</u> <p>Policy SB22</p> <p>1. Provide a mixed use development comprised of employment space <u>including incubator units and ‘grow-on’ space, and teaching space, and higher education teaching space associated with Bath Spa University which can also be used as studio space with access to specialist equipment and facilities for start-up businesses and workspaces for local people, academics and students.</u></p> <p>2. Ensure that teaching space is designed and managed to be available as flexible workspace that is offered to small and medium enterprises on reasonable terms. The economic benefit to the city especially for industrial uses will need to be demonstrated.</p> <p><i>Update subsequent clause numbering. Amend clause 3, 4, 5, 6, 7, 8 and 9 to 2, 3, 4, 5, 6, 7 and 8.</i></p> <p><u>New clause 9</u></p> <p><u>10. Retain and enhance green infrastructure and habitats along the riverside edge, providing a biodiversity led approach towards the treatment of this area. This area of green infrastructure could be used for informal public open space but must retain a habitat function, a light shielding function, and improved access to the river for maintenance purposes. Built form must respond appropriately to this habitat buffer.</u></p>
MM24	SB23 Weston Island	<p>Policy SB23 Weston Island</p> <p>4. Respond to the restrictions on lightspill from development <u>that has regard to set-out in the Waterspace Design Guidance (June 2018) “Protecting Bats in Waterside Development”</u></p>
MM25	SB14 Twerton Park	<p>SB14 Twerton Park</p> <p>Delete the duplicate words, as follows:</p> <p>‘Development proposals will: <u>Development proposals will:</u>’</p>

		<p>9. The site must be designed to prioritise pedestrian and cycle movements over vehicles and minimise conflict between users, whilst accommodating vehicle movements necessary for the successful commercial operation of the football club and the proposed additional development. The <u>masterplan layout</u> for the site as a whole must maximise permeability for pedestrians and cyclists and connect well with the wider transport network.</p>
MM26	<p>Para 214</p> <p>New Para 214a</p> <p>New Para 215</p> <p>New Para 215a</p> <p>Policy SB18 (RUH)</p>	<p>214. The Trust's ongoing priorities in updating the Estate Strategy are to provide fit for purpose accommodation to meet the clinical and operational needs, demolishing unsuitable and outdated buildings, improving the sustainability of the Estate, and co-locating functions to cluster complementary uses, <u>delivering a parking strategy that will improve on-site parking, improving wayfinding throughout the site, reducing off-site parking impacts and encouraging the use of sustainable modes of travel. B&NES will work collaboratively with the Trust on this Estates Strategy with a view to achieving a mutually agreeable outcome and including reference to it in the new Local Plan.</u></p> <p><u>214a. To complement the Estates Strategy, the Trust will also develop a Sustainable Transport Strategy for the whole site that will reflect its commitment to being a sustainable organisation that is fit for the future. In addition, and complementary to measures to reduce travel demand and travel planning, this will support the transition to the use of more sustainable modes of travel, such as, by identifying measures that improve safe and suitable active travel routes, and supporting infrastructure such as parking, wayfinding, hire facilities, showers and changing spaces. B&NES will also commit to working collaboratively with the Trust on this document.</u></p> <p><u>215. Central to delivering the Trust's long term vision and objectives, and complementary to the Sustainable Transport Strategy, is an approach that seeks to improve integrated parking solutions and car park management across the site and maximises the efficient use of land. It will also</u> is an overarching car park strategy for the campus that improves the current parking, site efficiency and circulation arrangements across the site (numbers, rationalisation of car parks and sign posting) and supports the vision as set out in the 2014 Estate Strategy. <u>Potential off-site parking impacts on adjoining residential areas should be analysed and addressed as appropriate. Parking for bicycles and cars should be provided with reference to the Transport and Developments SPD, for both residential and clinical uses.</u></p> <p><u>215a.</u> Much has been achieved with the new visitor car park opening in 2016 and wider Trust initiatives including the Travel Plan encouraging changes to staff travel behaviour and modal shift. However, increases in staff, patient numbers, forecast population growth and associated healthcare service demands requires the site wide parking strategy, including the potential for decked car parking, to be reviewed as part of the Estate Strategy update <u>Sustainable Transport Strategy</u>. The Trust is continually assessing how best to improve access to site and implementing improvements, its ability to deliver significant modal shift is tied in significantly to the council strategy and approach. This is acknowledged by the council and a collaborative approach is to be taken.</p>

Policy SB18 for RUH

1. The Council supports the improvement of this essential healthcare facility, including the principles and proposed building programme and proposals for car parking as set out in its Estate Strategy 2014. The Council will work collaboratively and support the Trust in developing the updated Estate Strategy, and its associated Sustainable Transport Strategy, in delivering the District's healthcare clinical needs and estate renewal.

3a Development proposals will be required to have regard to the Sustainable Transport Strategy, once completed to the satisfaction of both the Trust and B&NES, and introduce, as necessary, measures that improve safe and suitable active travel routes, provide supporting infrastructure such as parking, wayfinding, hire facilities, showers and changing spaces, and manage car parking appropriately.

Development proposals in the vicinity of the Manor House must:

5a. Protect and enhance existing landscape infrastructure and habitats within the site, including trees, hedgerows, grassland habitats, planting and landscaped garden areas. Protect all habitats from increased light spill.

~~7. Set out a sustainable transport masterplan for the whole of the RUH site.~~

~~8. 7. Examine the pedestrian and cycle routes between the site and key local facilities, and make appropriate necessary enhancements to ensure that the walking and cycling are the natural choices for local trips. Specific opportunities for investigation and delivery as necessary to support safe and suitable access to the proposed development should include, but are not be limited to, the following:~~

- ~~a. Pedestrian improvements at the Weston Lane/Crown Road/High Street junction;~~
- ~~b. Pedestrian crossing facilities at the Weston Lane/Combe Park junction;~~
- ~~c. Cycle linkages with recently delivered LCWIP improvements through Weston Village; and~~
- ~~d. Active travel linkages between the site and the Riverside Path to the south.~~

~~9. Provide parking for bicycles and cars in line with that has regard to the parking standards in the Transport and Developments SPD, for both residential and clinical uses. Improved integrated parking solutions and car park management across the site should be investigated to maximise efficient use of land. Contributions to a Residents Parking Zone (RPZ) may be required as part of parking solutions for the site.~~

MM27	Para 220g	<p>220g. The site is located in a highly sensitive hillside location, within the <u>City of Bath World Heritage Site, the Great Spa Towns of Europe World Heritage Site, and Bath Conservation Area. The site has many layers of history prior to its development by Bath Spa University. There are known archaeological deposits in the area including Romano-British burials, an Iron Age site and the former site of St Winifred’s Chapel and Well, the exact locations of which are not known. The site is the former ornamental landscaped garden of St Winifred’s, a 19th century house built in 1803. There may be below ground remains of the property on site, and historic walls and railings survive in places around its perimeter. Various Multiple Grade I, Grade II* and Grade II listed buildings are located in the immediate area neighbourhood surrounding the site, including Grade I listed buildings Somerset Place and Lansdown Crescent are located to the east. Lansdown Crescent is identified in the Bath World Heritage Site Statement of Outstanding Universal Value as an important example of a site which unifies urban and natural landscapes. Grade I listed Sion Hill Place is located to the north. Grade II* listed building Summerhill is located to the north of the site, and Grade II* listed Doric House is located to the south. In addition to this site allocation policy, proposals for development will be considered against other relevant policies in the Plan, including Policy HE1 (Historic Environment).</u></p>
	New para 220l	<p>Add new paragraph after 220k.</p>
	Policy SB24 Sion Hill	<p><u>220l. The area sits within an area of Bath which is currently undergoing consultation relating to Liveable Neighbourhoods. The aim of the scheme is to reduce the dominance of vehicles in residential areas while maintaining vehicle access to homes and businesses. It seeks to reduce traffic flows overall by making walking and cycling easier and more attractive than undertaking short trips by car. Liveable Neighbourhoods will look at the area as a whole, including through co-design with the local community, when considering the effects of changing routes available to traffic. The proposed development will have a role to play in facilitating, enabling and contributing to the Liveable Neighbourhood scheme for the Lower Lansdown area, and should not prejudice the Liveable Neighbourhood process or its objectives.</u></p> <p>Policy SB24, Sion Hill</p> <p>9. Provide a comprehensive network of walking and cycling public access routes through the landscaped gardens as broadly illustrated on the concept diagram. These will need to be designed to respect the landscape and historic sensitivity of the site. Vehicle and active travel access will need to be segregated. Development proposals will be expected to enhance the pedestrian and cycle environment for north-south movements, broadly along the alignment of Winifred’s Lane at the eastern side of the site. This is likely to be through providing a route within the site, which is likely to require the relocation of the existing telecommunications unit at the junction of Sion Hill and Winifred’s Lane, but options to reduce traffic flows and speeds along Winifred’s Lane to make the route safe and suitable for pedestrians and cyclists should also be investigated, within the context of the objectives of the Liveable Neighbourhood Project. Routes</p>

through the site must include appropriate connections to the wider walking and cycling network, including safe crossings where necessary.

10. Development proposals must ensure safe and attractive walking routes to key destinations, including bus stops on Lansdown Road. A Transport Assessment for the site will be required to identify potential barriers for walking and cycling, and propose and deliver solutions as appropriate. Measures for investigation and delivery where necessary should include, but not be limited to:

Amend annotation on concept diagram 26 to remove orange arrow showing location of potential works to Winifred Lane. See amended diagram below:



MM28 SB25 St Martins Hospital

SB25 St Martins Hospital

1. Ensure a comprehensive mix of uses across the site, comprising the delivery of around 50 residential dwellings, and the continued use of the south-eastern section of the site for clinical health services, and use of the Chapel of St Martin for a use which conserves the heritage significance of the building. Any application for the conversion or redevelopment of buildings within the site to non-clinical uses shall be supported by evidence to show that they have been formally declared as surplus to the operational healthcare requirements of the NHS by local health commissioners.

		<p>8. Provide a minimum of one nest or roost site per residential unit, in the form of integrated bird and bat boxes within new buildings, and/or as standalone features within the public realm, such as bat walls and swift towers, <u>subject to provision of these features ensuring the conservation of the heritage significance of the heritage assets within the site.</u> Additional features such as log piles, insect hotels, bee bricks, hedgehog connectivity measures and green and brown roofs / walls are also required. All new garden boundaries should be permeable for hedgehogs.</p> <p>11. Examine the pedestrian and cycle routes between the site and key local facilities and make appropriate <u>necessary</u> enhancements to ensure that <u>the</u> walking and cycling are the natural choice for local trips. This <u>examination</u> should include, but not be limited to <u>the following</u>:</p> <p>11.b Upgrade to crossing over Frome Road at the entrance to <u>Fosseway Infant and Primary School</u> St Martin's Garden Primary School to include widening to accommodate shared pedestrian/cycle use;</p> <p>12. Parking for bicycles and cars will need to be provided <u>in line with current parking standards</u> accordance with policy ST7, for both residential and clinical uses. Improved integrated parking solutions and car park management across the site should be investigated to maximise efficient use of land.</p>
MM29	Policy SB19 The University of Bath at Claverton Down (Including the Sulis Club)	<p>Development Framework Plan The strategy seeks the development of around 870 study bedrooms and 48,000 sq.m. of academic, research and support space at the Claverton Campus to address the potential long-term development needs of the University of Bath.</p> <p><u>The following development principles and parameters will ensure that the development capacity of the Claverton Campus is optimised within the context of the environmental constraints in seeking to provide around 870 study bedrooms and 48,000 sq.m. of academic, research and support space, together with associated infrastructure to address the University's potential long-term development needs.</u></p> <p>4. South Car Park (Area3) The southern edge of the multi storey car park should not adversely affect the residential amenity of properties to the south <u>and special regard should be given to the design of the development in this area and the quality of views from The Parade and from outside the campus.</u></p> <p>7. Green Infrastructure and Landscape (the University Park, Green corridor and green open space) Biodiversity will also be improved through the strategies set out in the Landscape and Ecology Management Plan, including the introduction of a more varied grassland management regime, introduction of wildflower species, installation of invertebrate refuges and nest boxes, and exploring opportunities for introducing small wildlife ponds.</p>

8. Sports facilities

The loss of playing fields resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location consistent with national policy (NPPF para 99b). The provision of the 3G pitch ~~will~~ would meet that requirement by significantly ~~increase~~ increasing the capacity and quality of the pitch provision across the campus. Responding to environment and health related concerns a precautionary approach must be taken and a completely recyclable ~~3G~~ pitch and natural crumb will be required unless it is demonstrated not to be feasible.

f) In all circumstances the design response should be evidenced as contributing positively to a campus wide strategy for green infrastructure, landscape and ecology (particularly in respect of protected species of Bats) such as the Landscape and Ecological Management Plan. These matters should be intrinsic to development, which should enable the creation, protection, enhancement and management of networks affecting the campus. If it is necessary to cause harm to a network, this should be minimised and suitable compensatory measures must be made within the campus.

The implementation of the campus GI Strategy and Landscape and Ecological Management Plan (which will be updated periodically) is required to enhance the Green Infrastructure within the campus.

New development proposals should identify how Green Infrastructure, landscape and ecological assets within and around the development site have been satisfactorily addressed, any harm minimised / mitigated, and where appropriate enhanced, or localised green infrastructure linkages provided.

Biodiversity will also be improved through the strategies set out in the Landscape and Ecology Management Plan, including the introduction of a more varied grassland management regime, introduction of wildflower species, installation of invertebrate refuges and nest boxes, and exploring opportunities for introducing small wildlife ponds.

g) As part of a campus wide strategy and to implement its Travel Plan a ~~All~~ development proposals should enable and encourage sustainable transport choices to be made travelling to, and from and within the campus. This should be delivered as part of a campus wide approach to sustainable travel including the active implementation of an up to date Travel Plan. This includes retaining but not increasing an or reducing the current operational level of car parking (about 2,200 spaces) of not more than 2,200 spaces so as not to harm the patronage of sustainable transport modes, their viability, or

cause additional car trips to and from the campus.

h ~~Decked parking as part of any reorganisation of parking supply and/or optimising development capacity should meet the design related criteria of this and other policies, including the B&NES Transport & Development SPD. Proposals to provided~~
~~decked car parking will need to be accompanied by robust justification of the level of parking proposed, including e-bike parking, Blue Badge, cycle and ULEV, including demonstration of suitable measures aimed at reducing the demand for campus parking.~~

g) Travel demand to and from the campus will be actively managed through the University's academic offer and operations, the provision of PBSA on-campus and by enabling and encouraging the use of sustainable modes of travel. A campus-wide approach is required including the implementation of an up- to-date Travel Plan, that should include suitable measures which reduce the demand for car parking on the campus. The operational level of car parking (about 2,200 spaces) should be maintained or reduced to avoid additional car trips and to protect the patronage and viability of sustainable travel modes. Proposals for decked parking as part of the reorganisation of the parking supply and optimising development capacity on the campus should include provision for blue badge, ULEV and bicycles (including ebikes)

i ~~h.~~ Apart from the Area 2 (current Eastern field playing field) which is identified for redevelopment following the rationalisation of the playing pitches and the provision of a 3G pitch, the loss of publicly accessible playing pitch capacity ----
-

j. becomes i. and q. becomes j.

Policy diagram: Should put a revised map as the current map is not showing the public rights of ways correctly



MM30
Policy SB26
Transport
Interchange
s

Policy SB26 Transport Interchanges

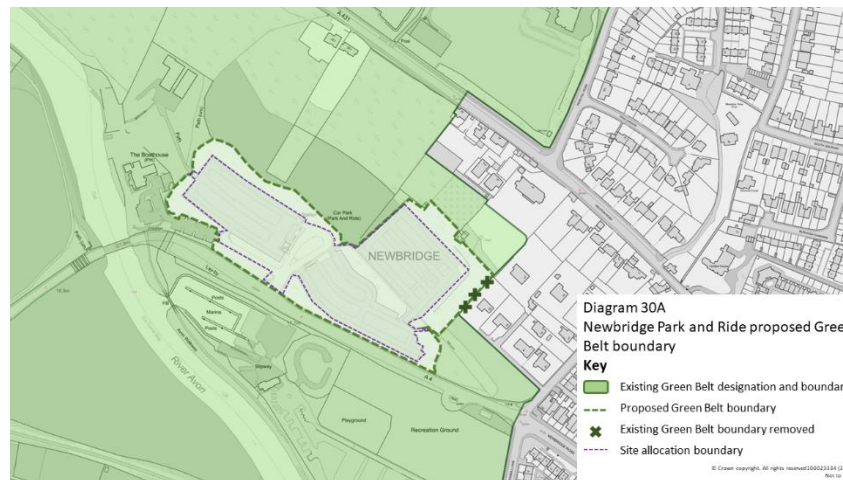
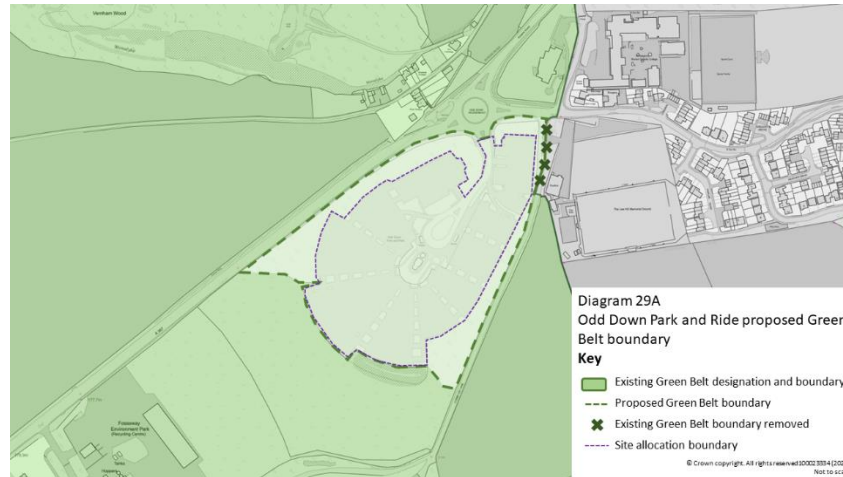
1. Deliver multi-modal transport interchanges, the appropriate uses for which are set out in the supporting text for policy ST6 of the Local Plan Partial Update include, but are not limited to, safe and secure cycle parking; electric bike hire and charging; micro mobility such as e-scooters; walking infrastructure and wayfinding; electric vehicle charging; last mile freight consolidation; and coach parking and interchange with a range of public transport services including the integration of local bus services.

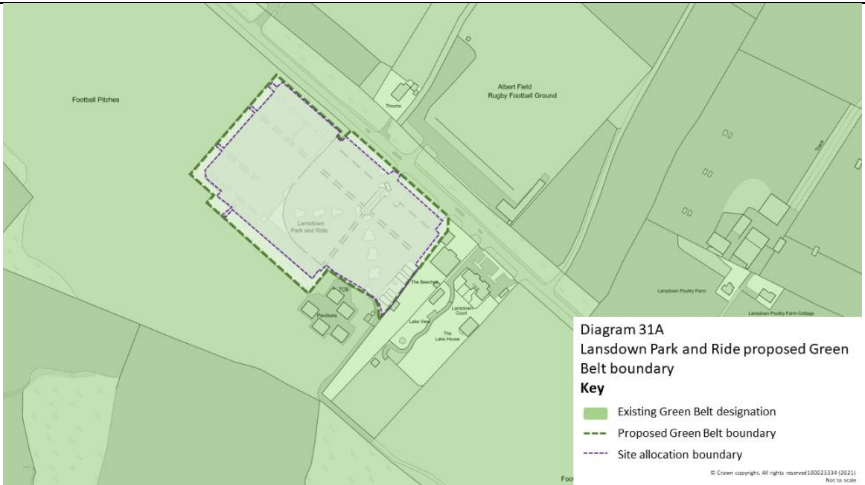
4. Be contained within the areas of the sites removed from the Green Belt, and that are allocated for Transport Interchange use as specified on the Policies Map. already developed for Park and Ride use and removed from the Green Belt, as specified on the Policies Map.

Insert after criterion 10:

11. Explore and deliver measures to improve the environmental quality of Green Belt land adjoining the sites, with a focus on improvement and / or the expansion of existing habitats.

Policy diagram




		 <p>Diagram 31A Lansdown Park and Ride proposed Green Belt boundary</p> <p>Key</p> <ul style="list-style-type: none"> Existing Green Belt designation Proposed Green Belt boundary Site allocation boundary <p>© Crown copyright. All rights reserved 100033334 (2021) Not to scale</p>
	Keynsham	
MM31	KE2B Riverside and Fire Station Site	Policy KE2B Riverside and Fire Station Site Clause 1. Provide residential development (C3 use class) and <u>around 2,500sqm of B1 office Class Eq(i) floorspace to provide a mix of uses that contribute to the vitality and viability of the town centre.</u>
MM32	Para 96	96.National planning policy makes it clear that when altering Green Belt boundaries consideration should be given as to whether land needs to be safeguarded to meet longer term development needs. At south west Keynsham it is not considered there is any scope to identify safeguarded land. Policy KE3B <u>identifies</u> safeguarded land at East of Keynsham for development beyond the end of the plan period <u>or following a review of the Local Plan. This review has taken place and through this partial update of the Local Plan the previously safeguarded land is allocated for development under Policies KE3C and KE3D.</u>
MM33	New Para 96a	<p>Context</p> <p>96a The 2017 Placemaking Plan analysed the highways capacity in Keynsham and concluded that mitigation would need to be delivered prior to allocating further housing growth. Hence this land was safeguarded but not allocated for future housing. It has however been removed from the Green Belt.</p> <p>96b.Mitigation opportunities have been reviewed following the Climate and Ecological Emergency Declarations to ensure that they meet the Council's requirements to maximise sustainable transport improvements. This has included identifying measures in the <u>'Sustainable Transport Strategy for Safeguarded Land at Keynsham' (August 2021)</u> which</p>

	<p>New Para 96b.</p> <p>Policy KE3C Keynsham East</p>	<p>will also shift some existing car trips to sustainable modes in order to release capacity for additional housing growth in advance of major strategic interventions such as metrobus and Mass Transit. Thus, the Council's position remains that mitigation is required to deliver growth, but the content of the mitigation package has been updated to meet the requirements of the Climate Emergency, enabling the safeguarded land to be allocated for much needed housing.</p> <p>Policy KE3C Keynsham East</p> <p>8. Be accompanied by a Travel Plan and Transport Assessment, which assesses in detail the mitigation requirements of an individual site, <u>in order that sufficient headroom capacity is created on the highway network through mode shift such that development does not result in a severe impact. Prior to first occupation in Mitigation proposals for the site must investigate, and provide as necessary deliver, but not be limited to,</u> the following:</p> <ul style="list-style-type: none"> a. Improved frequency of public transport services along the A4; b. Enhanced local town centre bus services connecting the development site with the town more widely and providing an opportunity to interchange with metrobus and Mass Transit Services; c. LCWIP route improvements to LTN1/20 standards within Keynsham, specifically between the development location, Wellsway School, and Keynsham Town Centre. <u>This could must include segregated pedestrian and cycle provision on the south side of the A4 between Grange Road and Broadmead Roundabout, and onward comparable provision along Bath Road to the Town Centre; and</u> d. New active travel connection between the A4 and the Bristol Bath Railway Path via Clay Bridge, World's End Lane. <p>9. Deliver biodiversity net gain of a minimum of 10% in accordance with Policy NE3a. Opportunities to deliver 10% biodiversity net gain within the site curtilage should be fully explored and tested before any off-site measures are proposed. The substantive retention of internal and boundary hedgerows, with 10-15m habitat buffers is expected. Protective buffers of at least 25m are expected around the LNR woodland <u>unless it can be clearly demonstrated by the applicant that a reduced buffer would adequately protect the woodland.</u></p>
MM34	<p>New Para 96c</p>	<p>Context</p> <p>96c. The 2017 Placemaking Plan analysed the highways capacity in Keynsham and concluded that mitigation would need to be delivered prior to allocating further housing growth. Hence this land was safeguarded but not allocated for future housing. It has however been removed from the Green Belt.</p> <p>96d. Mitigation opportunities have been reviewed following the Climate and Ecological Emergency Declarations to ensure that they meet the Council's requirements to maximise sustainable transport improvements. This has included identifying measures in the <u>'Sustainable Transport Strategy for Safeguarded Land at Keynsham' (August 2021)</u> which</p>

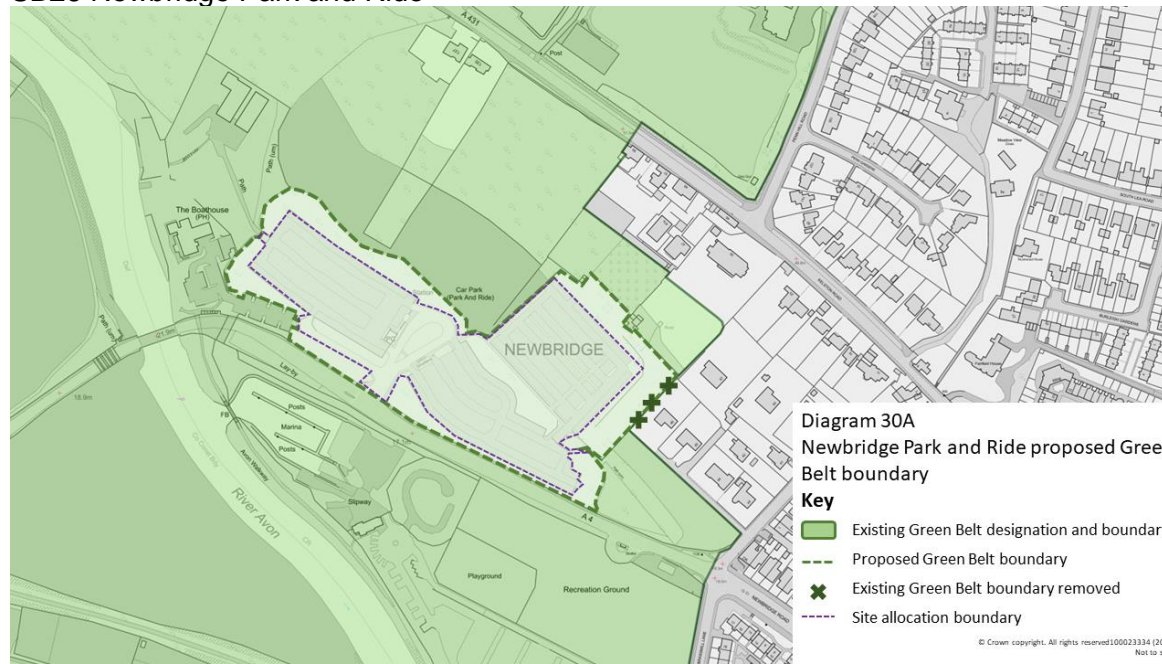
	<p>New Para 96d.</p> <p>Policy KE3D Keynsham East</p>	<p>will also shift some existing car trips to sustainable modes in order to release capacity for additional housing growth in advance of major strategic interventions such as metrobus and Mass Transit. Thus, the Council's position remains that mitigation is required to deliver growth, but the content of the mitigation package has been updated to meet the requirements of the Climate Emergency, enabling the safeguarded land to be allocated for much needed housing.</p> <p>Policy KE3D Keynsham East</p> <p>6. Be accompanied by a Travel Plan and Transport Assessment, which assesses in detail the mitigation requirements of an individual site <u>in order that sufficient headroom capacity is created on the highway network through mode shift such that development does not result in a severe impact. Prior to first occupation mMitigation proposals for the site must investigate, and provide as necessary deliver, but not be limited to, the following:</u></p> <ul style="list-style-type: none"> a. Improved frequency of public transport services along the A4; b. Enhanced local town centre bus services connecting the development site with the town more widely and providing an opportunity to interchange with metrobus and Mass Transit Services; c. LCWIP route improvements to LTN1/20 standards within Keynsham, specifically between the development location, Wellsway School, and Keynsham Town Centre. <u>This could must include segregated pedestrian and cycle provision on the south side of the A4 between Grange Road and Broadmead Roundabout, and onward comparable provision along Bath Road to the Town Centre;</u> d. New active travel connection between the A4 and the Bristol Bath Railway Path via Clay Bridge, World's End Lane; e. The creation of a public footpath between KE3C and KE3D, connecting at Manor Road Community Woodland; <u>and</u> f. <u>Upgrade of the footpath connection to Windrush Road to allow cycling – this will entail altering the section of footpath in the existing residential areas to become a Bridleway via a TRO. A contribution to improve the existing footpath connection to Windrush Road, including to enable cycle access.</u> <p>7. Deliver biodiversity net gain of a minimum of 10% in accordance with Policy NE3a. Opportunities to deliver 10% biodiversity net gain within the site curtilage should be fully explored and tested before any off-site measures are proposed. The substantive retention of internal and boundary hedgerows, with 10-15m habitat buffers is expected. Protective buffers of at least 25m are expected around the LNR woodland <u>unless it can be clearly demonstrated by the applicant that a reduced buffer would adequately protect the woodland.</u></p>
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	Somer Valley													
MM35	Policy SSV9 Old Mills	<p><u>Policy SSV9</u> OLD MILLS INDUSTRIAL ESTATE (Incorporating Somer Valley Enterprise Zone</p> <p>7. Development of some retail, food & drink units (use classes E(a), (b)), ancillary retail (use class E(a)) and a hotel (use class C1) will be supported if of a scale, type and format that does not harm, but complements, nearby town centres and that benefits the attractiveness and operation of the Enterprise Zone.</p>												
	Volume 6													
MM36	Contents	21 Table 5 Saved Local Plan policies made obsolete deleted by the Placemaking Plan												
MM37	Table 5	Table 5: Saved Local Plan policies from the B&NES Local Plan (2007) no longer required and will be obsolete with deleted by the adoption of the Placemaking Plan												
MM38	New Table 8	New table 8 Remove ST2 as it is reverted back to the original policy.												
MM39	New Table 9	New Table 9 Core Strategy/Placemaking Plan policies that will be obsolete deleted in the Local Plan Partial Update												
MM40	New Table 11	Table 11: Saved Bath & North East Somerset Council Local Plan policies that are now obsolete deleted (i.e. no longer form part of the Development Plan)												
MM41	Appendix 3 New table listing Strategic policies	<p><u>Appendix 3: Local Plan Strategic Policies</u></p> <table><tr><td><u>Volume 1 - District-wide Strategy and Policies</u></td></tr><tr><td><u>DW1 District-wide spatial Strategy</u></td></tr><tr><td><u>RA1 Development in the villages meeting the listed criteria</u></td></tr><tr><td><u>RA2 Development in villages outside the Green Belt not meeting Policy RA1 criteria</u></td></tr><tr><td><u>SD1Presumption in favour of Sustainable Development</u></td></tr><tr><td><u>CP1 Retrofitting Existing Buildings</u></td></tr><tr><td><u>SCR6 Sustainable Construction for New Build Residential Development</u></td></tr><tr><td><u>SCR7 Sustainable Construction Policy for New Build Non-Residential Buildings</u></td></tr><tr><td><u>CP3 Renewable Energy</u></td></tr><tr><td><u>CP4 District Heating</u></td></tr><tr><td><u>CP5 Flood Risk Management</u></td></tr><tr><td><u>CP6 Environmental Quality</u></td></tr></table>	<u>Volume 1 - District-wide Strategy and Policies</u>	<u>DW1 District-wide spatial Strategy</u>	<u>RA1 Development in the villages meeting the listed criteria</u>	<u>RA2 Development in villages outside the Green Belt not meeting Policy RA1 criteria</u>	<u>SD1Presumption in favour of Sustainable Development</u>	<u>CP1 Retrofitting Existing Buildings</u>	<u>SCR6 Sustainable Construction for New Build Residential Development</u>	<u>SCR7 Sustainable Construction Policy for New Build Non-Residential Buildings</u>	<u>CP3 Renewable Energy</u>	<u>CP4 District Heating</u>	<u>CP5 Flood Risk Management</u>	<u>CP6 Environmental Quality</u>
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	<u>HE1 Historic Environment</u>	
	<u>NE2 Conserving and Enhancing the Landscape and Landscape Character</u>	
	<u>NE3 Sites, Habitats and Species</u>	
	<u>CP7 Green Infrastructure</u>	
	<u>CP8 Green Belt</u>	
	<u>CP9 Affordable Housing</u>	
	<u>RA4 Rural Exceptions Sites</u>	
	<u>CP10 Housing Mix</u>	
	<u>CP11 Gypsies, Travellers and Travelling Showpeople</u>	
	<u>RA3 Community Facilities and Shops</u>	
	<u>ED2A Strategic (*) and other primary industrial estates</u>	
	<u>CP12 Centres and Retailing</u>	
	<u>ST1 Promoting sustainable travel and Healthy Streets</u>	
	<u>CP8a Minerals</u>	
	<u>CP13 Infrastructure Provision</u>	
	<u>Volume 2 - Bath</u>	
	<u>B1 Bath Spatial Strategy</u>	
	<u>B4 The World Heritage Site and its setting</u>	
	<u>B2 Central Area Strategic Policy</u>	
	<u>SB4 – Bath Quays North & Bath College</u>	
	<u>SB7 – Green Park Station West & Sydenham Park</u>	
	<u>SB8 Western Riverside</u>	
	<u>B3 Strategic Policy for Twerton and Newbridge Riversides</u>	
	<u>SB11 – Former MoD Fox Hill Park</u>	
	<u>B5 Off-Campus Student Accommodation and Teaching Space</u>	
	<u>SB19 University of Bath at Claverton Down</u>	
	<u>SB26 – Park and Ride Sites</u>	
	<u>B3a Land adjoining Odd Down, Bath Strategic Site Allocation</u>	
	<u>Volume 3 - Keynsham</u>	
	<u>KE1 Keynsham Spatial Strategy</u>	
	<u>KE2 Town Centre/Somerdale Strategic Policy</u>	
	<u>KE2a Somerdale</u>	

		<u>KE3a: Land adjoining East Keynsham Strategic Site Allocation</u>	
		<u>KE3c – East of Keynsham – Former Safeguarded Land</u>	
		<u>KE3d – East of Keynsham Former Safeguarded Land</u>	
		<u>KE4 Land adjoining South West Keynsham Strategic Site Allocation</u>	
		<u>Volume 4 - Somer Valley</u>	
		<u>SV1 Somer Valley Spatial Strategy</u>	
		<u>SV2 Midsomer Norton Town Centre Strategic Policy</u>	
		<u>SV3 Radstock Town Centre Strategic Policy</u>	
		<u>SSV9 Old Mills Industrial Estate</u>	
		<u>Volume 5 - Rural Areas</u>	
		<u>RA5 Land at Whitchurch Strategic Site Allocation</u>	
MM42	Annex 1	<p>SB26 Odd Down Park and Ride</p>  <p>Diagram 29A Odd Down Park and Ride proposed Green Belt boundary</p> <p>Key</p> <ul style="list-style-type: none"> Existing Green Belt designation and boundary Proposed Green Belt boundary Existing Green Belt boundary removed Site allocation boundary <p><small>© Crown copyright. All rights reserved 10002339-4 (2021) Not to scale</small></p>	

SB26 Newbridge Park and Ride



SB26 Lansdown Park and Ride

