

Special Cabinet

Supplement to Agenda

To: All Members of the Cabinet

Councillors: Kevin Guy (Chair), Alison Born (Cabinet Member), Mark Elliott (Cabinet Member), Joel Hirst (Cabinet Member), Lucy Hodge (Cabinet Member), Paul May (Cabinet Member), Matt McCabe (Cabinet Member), Manda Rigby (Cabinet Member), Paul Roper (Cabinet Member) and Sarah Warren (Cabinet Member)
Chief Executive and other appropriate officers
Press and Public

Special Cabinet: Thursday 25th September 2025

Please find attached a **SUPPLEMENTARY AGENDA DESPATCH** of late papers which were not available at the time the agenda was published. Please treat these papers as part of the agenda.

Papers have been included for the following items:

Item 9 – Reset Local Plan Options Document – Revised Officer Recommendation – Schedule of Amendments to Appendix 1.

Yours sincerely

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for Chief Executive

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CABINET MEETING 25TH SEPTEMBER

RESET LOCAL PLAN OPTIONS DOCUMENT, FORWARD PLAN REFERENCE NUMBER E3636

Amended recommendation 2.1 in the Cabinet Report

The Cabinet is asked to:

2.1 approve the Reset Local Plan Options document (attachment 1) for public consultation for a period of six weeks from 3rd October to 14th November 2025 subject to the amendments set out in the schedule below.

Schedule of amendments to attachment 1

The text uses the usual Planning Inspectorate convention of strikethrough for deletions from the text and underlining for additions to the text.

Paragraph/map/ page number	Change
Foreword	Add Foreword from Cllr Kevin Guy
Contents	Delete references to '16.09.25'
Contents	Chapter 9 DM Policies <u>Development Management Policy Options</u> 16.09.25
Chapters 1-4	Replace "well-being" with "wellbeing".
Para 1.1	The plan identifies the need for new homes, and jobs, and the services and infrastructure required up-front to support them.
Para 1.4	However, only limited weight can be given to it in at the Draft Local Plan stage and more significant weight given to it once it has been examined by an Inspector.
Para. 1.9	This reset Options document is published for consultation (INSERT HYPERLINK) over a six-week period, from 2nd <u>3rd</u> October to 13th <u>14th</u> November.
Para 2.1	In guiding change, the plan will be seeking to address key issues and challenges facing Bath and North East Somerset and its communities.

Paragraph/map/ page number	Change
Para 2.3	It is not proposed that these should be changed at this stage ₁ and they are outlined again at the end of this chapter.
Para 2.7	Work underpinning the Economic Strategy shows that Bath and North East Somerset has a resident workforce that is highly skilled, unemployment levels are low ₁ and we are home to some nationally leading and significant businesses and economic sectors.
Paragraph 2.8	Additionally, planning can help facilitate increased regeneration of renewable energy through free-standing <u>freestanding</u> installations, as well as on buildings.
Para 2.12	It also supports nationally and internationally important heritage assets including Bath, which is a double-inscribed UNESCO World Heritage Site comprising two World Heritage Sites: the City of Bath (1987) and the Great Spa Towns of Europe (2021).
Para 2.15	Correct punctuation errors in paragraph: Communities have made it clear that being able to access attractive walking, wheeling and cycling opportunities/infrastructure, as well as frequent and reliable public transport ₁ are key challenges across much of the district. This uncertainty and potential impacts for sustainability of development should be taken into account when considering options for allocation in the Draft Local Plan ₂ .
Para 2.16	Cultural activity plays a vital role in people's health and <u>wellbeing</u> well-being , with ample evidence of the benefits it brings. It is also an important tool to tackle issues related to educational attainment.
Para 3.1 e)	e) The needs of health and well-being <u>wellbeing</u> and the role places can have influencing health outcomes
Para 3.12	The Somer Valley Growth Zone encompasses the Somer Valley Enterprise Zone (<u>SVEZ</u>), industrial estates and the market towns of Radstock, Midsomer Norton, Westfield and beyond.
Para 3.28	The government has also revised national planning policy to make it clear that it is mandatory for local authorities to plan for meeting the standard method figure of housing need. It may be possible for the council to seek to justify a local plan housing requirement below the standard method figure, but this is an increasingly high bar set by government. This document therefore sets out options that will <u>would</u> meet the standard method figure of housing need in full .
Para 3.40	Bristol City Council ₁ therefore, formally wrote to B&NES Council and also their other neighbouring authorities of North Somerset Council and South Gloucestershire Council in October 2023, to request that we explore whether we could accommodate a proportion of their unmet locally derived need of 10,404 homes.

Paragraph/map/ page number	Change
Para 3.45	The constraints relating to grid connections (in particular those above 1mw 1 MW) remain a consideration in the short term for planning, although changes in the way reserved capacity queues are managed means that larger connections may be possible in shorter timescales and should not therefore be seen as a barrier to large renewable installations.
Figure before Para 3.48	Figure 3 instead of Figure 2.
Table 1	'Sq. metres' in all column headings. Table moved to after Para 3.20
Paragraph 4.1	Finally, site or location options that might potentially contribute to helping meeting <u>to meet</u> the overall development needs (outlined in chapter 3) and therefore, a district-wide spatial strategy are summarised.
Paragraph 4.4	<ul style="list-style-type: none"> Green Belt: impact on openness and the national purposes (updated to also consider the implications of revised national policy including the newly introduced concepts of grey belt and 'golden rules' – see para 4.197 below)
Paragraph 4.23	<p>The Green Belt will be an important influence on the location of development in the district. It is clear that development of land currently within the Green Belt will need to be considered through the local plan in order that the evidenced need for further housing and employment development (see chapter 3) can be met. To understand and consider the impact of potential development on the Green Belt an assessment of the extent to which different parcels of land serve the five purposes is being undertaken. This represents stage 1 of <u>strategically assessing and reviewing the Green Belt and also undertaking a high-level assessment of grey belt potential</u> includes the provisional identification of potential areas of grey belt land on a strategic basis. This work is being undertaken covering the Bristol-Bath Green Belt across different local authority boundaries through a West of England Strategic Green Belt Assessment. The assessment work is ongoing and will inform the Draft Local Plan. It is likely that fFollowing the Strategic Green Belt Assessment a more detailed <u>and granular</u> (stage 2) assessment of the impact of development on more specific areas of the Green Belt <u>within Bath and North East Somerset</u> will also be required, <u>including the identification or provisional identification of grey belt land.</u></p>
Para 4.42	Options for additional housing, employment space and the required infrastructure improvements are outlined in chapter <u>Chapter</u> 7.

Paragraph/map/ page number	Change
	Removal of double-spacing.
Para 4.48	This means that the broad range of HELAA sites has effectively been narrowed down to the potential options for strategic development within the Bristol to Bath growth corridor and the Somer Valley illustrated on the map below <u>above</u> .
Para 4.51	In the place-based chapters that follow the sustainable transport connectivity is identified and illustrated on the location <u>site</u> options maps and concept diagrams.
Para 4.53	Amend capacity ranges in final sentence to read: In total they could theoretically provide between 17,550 17,630 and 22,810 22,930 new homes against a requirement to allocate land for at least 19,900 to meet the government's figure of housing need.
Table 2: Summary of site capacity ranges	Amend South East Keynsham entrance so appx housing capacity reads: 400—550 <u>350 – 500</u> Update Keynsham non-strategic capacity to <u>230 – 300</u> to reflect East of Avon Mill Lane, Central Keynsham and East Keynsham totals.
Para 4.55	These comments do <u>not</u> need to be re-submitted, however, any additional comments in the context of new information are welcomed.
Para 4.56	Some of the location options listed and assessed (alongside other smaller non-strategic sites referenced in paragraph 4.53 30 above) will together comprise a district-wide approach or strategy in meeting development needs.
Paras 5.9, 5.10, 5.11, 5.24, 5.142	Replace repeated WECA WECA with <u>WECA</u> .
Para 5.31	Delete repeated 'local plan'.
5.68	Final sentence ... As such there are considered to be <u>three</u> broad options outlined below for consultation. <u>They are outlined below. as follows:</u>
5.73 Options	Options b, final sentence ... This could allow a change in the requirement to provide a 'minimum of 20,000 sqm of office floorspace' (Class E (g)(i)) and slightly broaden the scope to allow a wider range of hybrid business space to enable start up business and research & development space (<u>Class E(g)(ii)</u>) to be delivered. Continue to allow a residential element and continue to exclude student accommodation/PBSA.

Paragraph/map/ page number	Change
5.109	Owned by Bath Spa University (BSU) and currently allocated for housing. This site was allocated in the LPPU and the policy is considered to remain fit for purpose.
Chapter 6	Paragraph numbering/formatting changes in Chapter 6
6.3	<u>Bath and North East Somerset (B&NES) Council has worked with the West of England Mayoral Combined Authority (WECA) to prepare a Growth Strategy for the West of England.</u>
6.3	<u>It identifies the two growth zones in B&NES as: Central Bristol and Bath (including the river corridor connecting them) and the Somer Valley. Central Bristol & Bath, together with the river corridor that connects us, and the Somer Valley are recognised in the Strategy as two growth zones within B&NES.</u>
6.6	Bath and Bristol are currently two separate and distinct economic areas, and yet they are only 15 minutes apart by rail
6.7	The River Avon valley and its tributaries provide the environmental capital for a new way of living and can drive forward a thriving place <u>that is both</u> nature-positive <u>and of</u> optimum density place.
6.11	The A4 corridor between Bristol and Bath, together with and the A37 through Whitchurch Village, are characterised by persistent transport challenges. <u>The most notable transport challenge is, most notably</u> congestion at key junctions where peak-hour traffic volumes frequently exceed capacity, which and leads to unreliable journey times and impacts air quality.
6.15	It is likely that f Following the Stage 1 Strategic Green Belt Assessment (<u>Stage 1</u>), it is likely that a more detailed (stage 2) assessment of the impact of development on more specific areas of the Green Belt (<u>Stage 2</u>) will also be required, including consideration of whether the 'golden rules' are met and, including and providing new or improved publicly accessible green space.
6.17	These are indicative areas where the council considers that green infrastructure could be provided or improved to meet Natural England Green Infrastructure standards, and which may also offer nature-based solutions to address issues such as flooding and nature recovery.
6.24	It is linked to the two cities by the A4, and also linked by the railway. Sustrans National Cycle Network (NCN) Route 4 links east Bristol with Bath, passing reasonably close to the north of Keynsham.

Paragraph/map/ page number	Change
6.27	The River Chew provides an important landscape, wildlife and recreational corridor running through the heart of the town. It, providing <u>provides the</u> potential to connect residents with the wider countryside, particularly through the valley, down to Chew Valley Lake, and beyond.
6.28	There are a series of walking and cycling routes within Keynsham, however, there are missing links within Keynsham, and between Whitchurch Village to the west and Saltford Village to the east.
6.39	Settlements often have landscape settings which not only contribute to their distinctive character and quality, but which are also highly valued, reflecting their significance as places where people live and work.
6.39	The purpose of Policy NE2A and the Landscape Setting Areas is to ensure the protection of key landscapes and landform, landmarks and views/-viewpoints, which particularly have a particularly positive contribution <u>positively</u> to the form of the settlement, to its distinctive character and identity, and which are considered to influence the creation of a strong sense of place.
6.40	The review was triggered by a request from Saltford Parish Council for the surroundings of Saltford Village to be designated as an AGLV Area of Great Landscape Value (AGLV) and also responds to background evidence carried out by an independent expert consultant in December 2024.
6.61	Concerns were raised that development may erode the rural and cultural identity of Saltford Village, transforming it into a suburban area. There was an ; emphasis on maintaining individuality and the social fabric of the community.
6.63	The strategy for the Bristol to Bath Corridor seeks to deliver sustainable growth capitalising on the strategic location between Bath and Bristol. <u>It seeks to</u> take advantage of existing, and significantly enhance improvements to, sustainable transport links in the area.
6.69 & 6.107	However, this Options Document consultation provides an opportunity for stakeholders and communities to provide comments on these discounted sites, by answering the question: Are there any other sites that have not been identified, that need to be considered?
Table 3 & table after 6.107	New sites – approximate housing capacity
6.72 & 6.110	The grading from A to J is not an overall ranking of site options and in deciding which sites are allocated in the Draft Local Plan other sustainability criteria and deliverability factors will also be considered <u>when deciding which sites are allocated in the Draft Local Plan.</u>

Paragraph/map/ page number	Change
6.81	Optimising residential development at the site is considered to be important to both financially support provision of this infrastructure, and <u>to</u> secure its long-term use.
Para 6.82, 6.94, 6.98, 6.104, 6.116, 6.119, 6.166, 6.168, 6.169, 6.170,	The emerging Stage 1 Strategic Green Belt Assessment being carried out by WECA and the constituent authorities will assess the site for its contribution towards meeting the five Green Belt purposes and also whether it <u>has potential to meet</u> meets the definition of grey belt set out in the NPPF and updated Planning Practice Guidance, which is sequentially preferable to developing greenfield Green Belt in national policy.
Table on page 29 (constraints)	Relocation of Avon Valley Wildlife Park <u>would be</u> required. <u>The o</u> o Odour zone from the water recycling centre restricts some land uses in its immediate surroundings.
6.84	This option therefore explores the potential to redevelop the industrial uses for residential <u>use</u> , in order to improve the well-being of residents living to the south.
Key issues and opportunities (after 6.44)	Keynsham and Saltford Village in particular are located in an area of landscape sensitivity.
6.45	However, the location and form of new development does need to be shaped and influenced in order to ensure that it does address these priorities as best as possible.
6.94, 6.98, 6.104	It is likely that f Following the Stage 1 Strategic Green Belt Assessment (<u>Stage 1</u>), it is likely that a more detailed (stage 2) assessment of the impact of development on more specific areas of the Green Belt (<u>Stage 2</u>) will also be required.
6.111	Given t The uncertainty of future funding for these services, is a risk when assessing the suitability of sites for allocation.
6.112	West Saltford is located on the western edge of the village of Saltford Village. The area is mostly flat arable fields with some hedgerows containing hedgerow trees.
6.114	As such, walking and cycling routes into the village would need to be provided from the south side of the site, connecting to Manor Road, and to the north along the A4. <u>However, though</u> there may be scope, through discussions with local landowners, to provide a walking route through an existing residential plot, <u>which would</u> to provide a link into the village

Paragraph/map/ page number	Change
Chapter 6, various	Town Centre capitalised when it refers to a district centre name, e.g. Keynsham Town Centre, Options Consultation capitalised when referring to the 2024 document and amended so referred to as “Options Consultation (Spring 2024)”
Chapter 6, various	Saltford <u>Village</u>
Chapter 6, various	Double spaces removed, commas added where needed.
Figure 13,	East of Avon Mill Lane, Keynsham – replace concept map for this option with a revised map showing transport connectivity grading ‘A’
Map 15	Replace map 15 (Transport Opportunities in the Keynsham area) with the updated and final map.
Map 16	Bristol to Bath Corridor (Keynsham/Saltford) options - add transport connectivity grading for East of Avon Mill Lane site and remove land immediately south of Courtney Road from south east Keynsham option.
Para 6.101	Amend text to read: The parcel located to the east of Wellsway is also used as arable land. and extends up to Courtney Road to the north <u>Options</u> to provide a walking and cycling route up into Keynsham <u>would need to be explored as no</u> due to a lack of permeability exists between the land parcel and the residential development adjoining it to the north.
6.127	As part of the City Regional Sustainable Transport Settlement, the Bristol to Bath <u>Strategic Corridor (BBSC)</u> project is being led by WECA and delivered in partnership with B&NES Council and Bristol City Council.
Chapter 6 Various paragraphs	Whitchurch <u>Village</u>
Figure 22: concept plan for south east Keynsham	Concept plan amended by removing land immediately to the south of Courtney Road on the eastern side of this option (east of Wellsway).
South East Keynsham table	Opportunities: reference amended to state provision of around <u>350-500</u> 400—550 homes (reduced capacity as land adjoining Courtney Road removed).

Paragraph/map/ page number	Change
	Constraints: No <u>current</u> permeability between the site and the existing housing to the north
Para 6.1.27 first bullet	As part of the City Regional Sustainable Transport Settlement, the Bristol to Bath <u>Strategic Corridor (BBSC)</u> project
Figure 31	Replace figure 31 (Transport Opportunities in the Hicks Gate area) with the updated and final map.
Page 244 – Whitchurch Option 2 table	Whitchurch Village Option 2: Horseworld & Staunton <u>Woollard</u> Lane
Chapter 7	Formatting: erroneous repeated words deleted from paragraphs 7.14, 7.16 and 7.44
Figure 45	Replace Figure 45 (Somer Valley area wider transport improvement plan) with updated and final map.
Writhlington Option Table – Mitigation Required	Highways improvements including accommodations <u>facilities</u> for buses
Westfield Industrial Estate East – Housing Option table	The North East boundary is adjacent to the Site if <u>of</u> Nature Conservation Importance (SNCI)
7.115 / 7.117	Midsomer Norton High Street <u>Town Centre</u>
7.66	The Somerset Coal Canal first opened to support the coal industry which <u>but</u> was superseded by the tramway in 1814
North Radstock Options Table	Cumulative impact on school places in particular secondary <u>school</u>
Para 7.97	WECA are currently trailing <u>trialing</u> a new 768 service between Writhlington, local villages and Bath
Map of Farrington Gurney	New Caption <u>Figure 65: Map of Farrington Gurney</u>

Paragraph/map/ page number	Change
Farrington Gurney Key Issues - bullet	Secondary age pupils from any new development at Farrington Gurney will <u>would</u> need to be transported to Norton Hill School in Midsomer Norton, at cost to the council. These pupils will <u>would</u> not be able to travel to school sustainably by active modes
7.147	Development can <u>could</u> also incorporate
9.39	New text added: <u>A set of draft boundaries have been prepared following the review and are presented in this document (See Appendix 6) and are available for comment. In addition, an alternative set of draft boundaries has been prepared to illustrate how the option to amend the HDB guiding principles might further affect the extent of HDBs (See Appendix 7).</u>
9.40	New text: <u>Further detail is set out in the Housing Development Boundary (HDB) Review Topic Paper.</u>
9.113 and 9.114	Amend text to replace (See Appendix X) with (See Appendix 8). Note: Appendix number subject to future change and will be inserted once all appendices numbering is complete.
Appendices and Glossary	<p>Amend Appendix 1 Delete Appendix 2</p> <p>New Appendix Item, Appendix 6 (numbering may be subject to change) - Maps showing the possible changes to HDBs following the HDB review</p> <p>New Appendix Item, Appendix 7 (numbering may be subject to change) – Maps showing the possible changes to HDBs following option to amend guiding principles</p> <p>New Appendix Item, Appendix 8 (numbering may be subject to change) - Landscape setting map for the six new settlements following the LSS review, including map for revised Salford LSS.</p> <p>Note: Appendices numbering may be subject to change once document is finalised for publishing for consultation.</p> <p>The Glossary will be updated in the final version published for consultation to ensure it is in line with NPPF changes.</p>

Paragraph/map/ page number	Change
Add list of figures, maps and tables	List of figures, maps and tables to be added to the final Options document before it is published.
Site names	Site names to be amended to ensure they are consistent throughout the document (as per list below).

Chapter	Location	Site Name
Bath	Bath	Milsom Quarter
Bath	Bath	Bath Central Riverside
Bath	Bath	Manvers Street
Bath	Bath	Bath Quays North
Bath	Bath	South Quays and Riverside Court
Bath	Bath	South Bank
Bath	Bath	Green Park Station West & Sydenham Park
Bath	Bath	Bath Riverside
Bath	Bath	Bath Press
Bath	Bath	Roseberry Place
Bath	Bath	Westmark site, Windsor Bridge Road
Bath	Bath	Stable Yard Industrial Estate
Bath	Bath	The Production Quarter
Bath	Bath	Weston Island
Bath	Bath	Twerton Park
Bath	Bath	Royal United Hospital (RUH), Weston
Bath	Bath	Hartwells Garage
Bath	Bath	Sion Hill
Bath	Bath	St Martins
Bath	Bath	Sulis Down

Bath	Bath	Burlington Street
Bath	Bath	University of Bath
Bath	Bath	Sulis Club
Bath	Bath	Odd Down – land to the south west of the Park & Ride
Bath	Bath	Bath Spa University at Newton Park
Bath	Bath	West of Bath
Bath	Bath	Bath Equestrian Centre
Bristol to Bath Corridor	Keynsham	North Keynsham
Bristol to Bath Corridor	Keynsham	East of Avon Mill Lane
Bristol to Bath Corridor	Keynsham	Central Keynsham
Bristol to Bath Corridor	Keynsham	West Keynsham Option 1 (North)
Bristol to Bath Corridor	Keynsham	West Keynsham Option 2 (South)
Bristol to Bath Corridor	Keynsham	South Keynsham
Bristol to Bath Corridor	Keynsham	East Keynsham
Bristol to Bath Corridor	Keynsham	South East Keynsham
Bristol to Bath Corridor	Saltford	West Saltford (South of A4)
Bristol to Bath Corridor	Saltford	West Saltford (North of A4)
Bristol to Bath Corridor	Saltford	South Saltford
Bristol to Bath Corridor	Hicks Gate	Hicks Gate Option 1

Bristol to Bath Corridor	Hicks Gate	Hicks Gate Option 2
Bristol to Bath Corridor	Whitchurch	Whitchurch Village Option 1: West Whitchurch (land to the west of the A37)
Bristol to Bath Corridor	Whitchurch	Whitchurch Village Option 2: East Whitchurch (Horseworld & Woollard Lane)
Bristol to Bath Corridor	Whitchurch	Whitchurch Village Option 3: North Whitchurch (Staunton Lane)
Bristol to Bath Corridor	Whitchurch	Whitchurch Village Option 4: South East Whitchurch
Bristol to Bath Corridor	Whitchurch	Stockwood Lane
Somer Valley	Peasedown St John	South Peasedown
Somer Valley	Peasedown St John	Bath Business Park
Somer Valley	Peasedown St John	Lower Peasedown
Somer Valley	Peasedown St John	North Peasedown
Somer Valley	Radstock	North Radstock
Somer Valley	Radstock	Writhlington
Somer Valley	Radstock	Haydon
Somer Valley	Westfield	Westfield Industrial Estate East – Economic Use
Somer Valley	Westfield	Westfield Industrial Estate East – Housing
Somer Valley	Midsomer Norton	Land to the North of Midsomer Norton
Somer Valley	Midsomer Norton	Midsomer Norton South A and B
Somer Valley	Midsomer Norton	Thicket Mead A and B
Somer Valley	Paulton	Farrington Road South and North
Somer Valley	Paulton	Paulton East
Somer Valley	Farrington Gurney	Farrington Gurney (south)
Rural Areas	Bathford and Batheaston	Bathford Nurseries South
Rural Areas	Bathford and Batheaston	Bathford Nurseries North
Rural Areas	Bathford and Batheaston	Box Road (economic use)

Rural Areas	Bathford and Batheaston	Land north of the recreation ground
Rural Areas	Bathford and Batheaston	Ashley Road
Rural Areas	Bishop Sutton	Westway Business Park Extension
Rural Areas	Bishop Sutton	Bishop Sutton West (Option 1)
Rural Areas	Bishop Sutton	Bishop Sutton West (Option 2)
Rural Areas	Chew Magna	Old Tennis Courts
Rural Areas	Chew Stoke	Hedgehogs, Pagans Hill
Rural Areas	Clutton and Temple Cloud	West of Clutton (Option 1)
Rural Areas	Clutton and Temple Cloud	West of Clutton (Option 2)
Rural Areas	Clutton and Temple Cloud	West of Clutton South
Rural Areas	Clutton and Temple Cloud	Temple Cloud (Option 1)
Rural Areas	Clutton and Temple Cloud	Temple Cloud (Option 2)
Rural Areas	Farmborough	Timsbury Road (Option 1)
Rural Areas	Farmborough	Timsbury Road (Option 2)
Rural Areas	High Littleton	Combe Lane
Rural Areas	Timsbury	Emlett Field
Rural Areas	Timsbury	East of St Marys
Rural Areas	Timsbury	Lippiatt Lane and Crocombe Lane