Bath & North East Somerset Council

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Date: 3rd November 2014
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To: All Members of the Cabinet

Councillor Paul Crossley	Leader of the Council
Councillor David Dixon	Deputy Leader and Cabinet Member for Neighbourhoods
Councillor Simon Allen	Cabinet Member for Wellbeing
Councillor Tim Ball	Cabinet Member for Homes and Planning
Councillor David Bellotti	Cabinet Member for Community Resources
Councillor Caroline Roberts	Cabinet Member for Transport
Councillor Dine Romero	Cabinet Member for Early Years, Children and Youth
Councillor Ben Stevens	Cabinet Member for Sustainable Development

Chief Executive and other appropriate officers
Press and Public

Dear Member

Cabinet: Wednesday, 12th November, 2014 - NB Early Start 1pm

You are invited to attend a meeting of the **Cabinet**, to be held on **Wednesday, 12th November, 2014** at **1.00 pm** in the **Council Chamber - Guildhall, Bath.**

The agenda is set out overleaf.

Yours sincerely

Col Spring
for Chief Executive

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

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

This Agenda and all accompanying reports are printed on recycled paper

NOTES:

1. **Inspection of Papers:** Any person wishing to inspect minutes, reports, or a list of the background papers relating to any item on this Agenda should contact Col Spring who is available by telephoning Bath 01225 394942 or by calling at the Guildhall Bath (during normal office hours).

2. **Public Speaking at Meetings:** The Council has a scheme to encourage the public to make their views known at meetings. They may make a statement relevant to what the meeting has power to do. They may also present a petition or a deputation on behalf of a group. Advance notice is required not less than two full working days before the meeting (this means that for meetings held on Wednesdays, notice must normally be received in Democratic Services by 4.30pm the previous Friday but Bank Holidays will cause this to be brought forward).

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

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

   Appendices to reports are available for inspection as follows:-

   Public Access points - Reception: Civic Centre - Keynsham, Guildhall - Bath, The Hollies - Midsomer Norton. Bath Central and Midsomer Norton public libraries.

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

4. **Recording at Meetings**:-

   The Openness of Local Government Bodies Regulations 2014 now allows filming and recording by anyone attending a meeting. This is not within the Council's control.

   Some of our meetings are webcast. At the start of the meeting, the Chair will confirm if all or part of the meeting is to be filmed. If you would prefer not to be filmed for the webcast, please make yourself known to the camera operators.

   To comply with the Data Protection Act 1998, we require the consent of parents or guardians before filming children or young people. For more information, please speak to the camera operator

   The Council will broadcast the images and sound live via the internet www.bathnes.gov.uk/webcast An archived recording of the proceedings will also be available for viewing after the meeting. The Council may also use the images/sound recordings on its social media site or share with other organisations, such as broadcasters.

5. **Attendance Register:** Members should sign the Register which will be circulated at the meeting.

6. THE APPENDED SUPPORTING DOCUMENTS ARE IDENTIFIED BY AGENDA ITEM NUMBER.

7. **Emergency Evacuation Procedure**

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

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

8. **Officer Support to the Cabinet**
   Cabinet meetings will be supported by the Senior Management Team.

9. **Recorded votes**
   A recorded vote will be taken only when requested by a member of Cabinet.

Cabinet - Wednesday, 12th November, 2014

at 1pm in the Council Chamber - Guildhall, Bath

A G E N D A

1. WELCOME AND INTRODUCTIONS

2. EMERGENCY EVACUATION PROCEDURE

   The Chair will draw attention to the emergency evacuation procedure as set out in the Notes

3. APOLOGIES FOR ABSENCE

4. DECLARATIONS OF INTEREST

   At this point in the meeting declarations of interest are received from Members in any of the agenda items under consideration at the meeting. Members are asked to indicate:
   (a) The agenda item number in which they have an interest to declare.
   (b) The nature of their interest.
   *(c) Whether their interest is **a disclosable pecuniary interest** or an **other interest**, (as defined in Part 2, A and B of the Code of Conduct and Rules for Registration of Interests)*
   Any Member who needs to clarify any matters relating to the declaration of interests is recommended to seek advice from the Council's Monitoring Officer or a member of his staff before the meeting to expedite dealing with the item during the meeting.

5. TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR

6. QUESTIONS FROM PUBLIC AND COUNCILLORS

   Questions submitted before the deadline will receive a reply from an appropriate Cabinet member or a promise to respond within 5 days of the meeting. Councillors may ask one supplementary question for each question they submitted, up to a maximum of two per Councillor.

7. STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

   Councillors and members of the public may register their intention to make a statement if they notify the subject matter of their statement before the deadline. Statements are limited to 3 minutes each. The speaker may then be asked by Cabinet members to answer factual questions arising out of their statement.

8. MINUTES OF PREVIOUS CABINET MEETING (Pages 7 - 18)

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

9. CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET

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

10. MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES

This is a standing agenda item (Constitution rule 14, part 4D – Executive Procedure Rules) for matters referred by Policy Development and Scrutiny bodies. The Chair of the relevant PDS Panel will have the right to attend and to introduce the Panel's recommendations to Cabinet.

11. SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING (Pages 19 - 20)

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

12. PLACEMAKING PLAN OPTIONS FOR PUBLIC CONSULTATION (Pages 21 - 28)

Cabinet to consider the Placemaking Plan options document for public consultation

13. ENTERPRISE AREA MASTERPLAN (Pages 29 - 32)

To adopt the Enterprise Area Masterplan Vision Report as Council Policy

14. GETTING AROUND BATH TRANSPORT STRATEGY (Pages 33 - 236)

Cabinet will be asked to approve the strategy following public consultation and to recommend to Council that it be adopted

15. ENVIRONMENTAL SERVICES CAPITAL APPROVAL (Pages 237 - 238)

To approve capital schemes proposed within Environmental Services

16. BATH AND WEST COMMUNITY ENERGY CO-OPERATION AGREEMENT RENEWAL (Pages 239 - 252)

The existing Cooperation Agreement has enabled award-winning work. Cabinet is asked to renew the agreement for a further five years

17. TREASURY MANAGEMENT MONITORING REPORT TO 30TH SEPTEMBER 2014 (Pages 253 - 268)

This report gives details of performance against the Council's Treasury Management Strategy and Annual Investment Plan 2014/15 for the first 6 months of 2014/15

18. REVENUE & CAPITAL BUDGET MONITORING, CASH LIMITS AND VIREMENTS – APRIL TO SEPTEMBER 2014 (Pages 269 - 296)

This report presents the second monitoring information for the Authority as a whole for the financial year 2014/15 to the end of September 2014. The report also includes a number of budget transfer requests for both revenue and capital

The Committee Administrator for this meeting is Col Spring who can be contacted on 01225 394942.

Protocol for Decision-making

Guidance for Members when making decisions

When making decisions, the Cabinet/Committee must ensure it has regard only to relevant considerations and disregards those that are not material.

The Cabinet/Committee must ensure that it bears in mind the following legal duties when making its decisions:

- Equalities considerations
- Risk Management considerations
- Crime and Disorder considerations
- Sustainability considerations
- Natural Environment considerations
- Planning Act 2008 considerations
- Human Rights Act 1998 considerations
- Children Act 2004 considerations
- Public Health & Inequalities considerations

Whilst it is the responsibility of the report author and the Council's Monitoring Officer and Chief Financial Officer to assess the applicability of the legal requirements, decision makers should ensure they are satisfied that the information presented to them is consistent with and takes due regard of them.

BATH AND NORTH EAST SOMERSET

CABINET

These minutes are draft until confirmed as a correct record at the next meeting.

Wednesday, 10th September, 2014

Present:

Councillor Paul Crossley	Leader of the Council
Councillor David Dixon	Deputy Leader and Cabinet Member for Neighbourhoods
Councillor Simon Allen	Cabinet Member for Wellbeing
Councillor Tim Ball	Cabinet Member for Homes and Planning
Councillor David Bellotti	Cabinet Member for Community Resources
Councillor Caroline Roberts	Cabinet Member for Transport
Councillor Dine Romero	Cabinet Member for Early Years, Children and Youth
Councillor Ben Stevens	Cabinet Member for Sustainable Development

57 WELCOME AND INTRODUCTIONS

The Chair was taken by Councillor Paul Crossley, Leader of the Council.

The Chair welcomed everyone to the meeting.

58 EMERGENCY EVACUATION PROCEDURE

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

59 APOLOGIES FOR ABSENCE

There were no apologies for absence.

60 DECLARATIONS OF INTEREST

There were none.

61 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR

There was none. The Chair announced that he would hear item 16 (Bath Freight Consolidation Contract) before item 12 on the agenda.

62 QUESTIONS FROM PUBLIC AND COUNCILLORS

There were 19 questions from Councillors and 7 questions from members of the public.

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

63 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

Roger Berry (Managing Director, Healthmatic) in a statement apologised for an incident in July when a member of the public had been inadvertently locked in a toilet. He assured the Cabinet that the engineer had arrived very promptly to deal with the situation. The Healthmatic member of staff had undertaken training to ensure that there would be no repeat of the incident. Healthmatic had since made donations to the charities DHI and Julian House.

Councillor David Dixon asked Roger Berry whether he had received any feedback from members of the public about the new facilities. Roger replied that the overwhelmingly positive. There had been only 3 complaints about the 20p charge for use. There had been no complaints about queues, nor had he seen any queues despite having visited the various facilities at different times.

Penny Hay (Director of Research, 5x5x5=creativity and Senior Lecturer in Arts Education, Bath Spa University) in a statement [*a copy of which is attached to the Minutes as Appendix 4 and on the Council's website*] asked Cabinet to endorse the application for UNICEF accreditation of Bath as a Child Friendly City. She reminded Cabinet that the city was a magnet for child friendly initiatives and felt that the status could be of huge benefit to the area.

Councillor Ben Stevens asked Penny Hay to give an example of benefit to local children. Penny referred to the Schools Without Walls project which had been very successful and in which children were active protagonists in their own learning.

Councillor Tim Ball asked Penny whether projects should be adult led or whether children should lead them. Penny observed that the event planned for 1st October was co-designed by young people and would not be delivered by adults.

Sue East (Head Teacher, St Andrew Primary) supported Penny Hay's statement. She had discovered that children did not always feel as connected to their city as might be hoped. She urged Cabinet to take up the initiative.

Councillor Tim Ball asked Sue East whether she could ensure that the voice of children would come through clearly and that children were reached even in communities which did not normally respond. Sue East responded that those who worked with children did know how to hear their voice.

Councillor Dine Romero asked what was the most important factor that the Council should work on. Sue East said that the Council should perform an audit on all of its services. Some excellent work had been done in the Roman Baths because children had been consulted.

Councillor David Dixon asked Sue East and Penny Hay whether they would contact him about open spaces. They agreed.

David Redgewell (South West Transport Network) in a statement [*a copy of which is attached to the Minutes as Appendix 5 and on the Council's website*] asked the Cabinet to ensure that there would be no delay to the Great Western Train franchise. He congratulated the Cabinet on saving a number of bus routes and services, despite the incorrect article in the local press. He emphasised the need for maintenance of bus shelters.

Councillor Paul Crossley asked David Redgewell whether he wished to make any points about the freight contract which would be discussed later in the meeting.

David Redgewell said the contract was very important. It was essential to keep HGVs out of the city centre. He asked the Cabinet to work with South Gloucestershire Council to encourage the splitting of loads coming into Bath from the Yate distribution centre.

Peter Downey (Deputy Chairman, Wellow Sports) in a statement [*a copy of which is attached to the Minutes as Appendix 6 and on the Council's website*] asked the Cabinet to make an award of £15,000 to enable the club to extend its facilities.

Andy Smith (Chair, Wellow Sports) in a statement [*a copy of which is attached to the Minutes as Appendix 7 and on the Council's website*] asked the Cabinet to make an award of £15,000 to enable the club to extend its facilities.

Debbie Clarkson read a statement [*a copy of which is attached to the Minutes as Appendix 8 and on the Council's website*] on behalf of Dr. Heather Andrews (Head of Local Fundraising, Wellow Sports) asking the Cabinet to make an award of £15,000 to enable the club to extend its facilities.

Chris Wordsworth (Vice-Chair, Wellow Sports) in a statement [*a copy of which is attached to the Minutes as Appendix 9 and on the Council's website*] asked the Cabinet to make an award of £15,000 to enable the club to extend its facilities.

Ron Humphreys (Wellow Sports) in a statement [*a copy of which is attached to the Minutes as Appendix 10 and on the Council's website*] asked the Cabinet to make an award of £15,000 to enable the club to extend its facilities.

Sibella Chauveau (Young member, Wellow Sports) in a statement [*a copy of which is attached to the Minutes as Appendix 11 and on the Council's website*] asked the Cabinet to make an award of £15,000 to enable the club to extend its facilities.

Robert Morgan (Guildhall Market Stallholder) in a statement [*a copy of which is attached to the Minutes as Appendix 12 and on the Council's website*] thanked Councillor Crossley for meeting with him and for agreeing a way forward following a number of months of uncertainty. He asked Councillor Crossley to ensure that he would be sent a letter confirming that no enforcement or other action was to be taken against him over the allegations of illegal development which he emphasised were false.

Councillor Paul Crossley confirmed to Robert Morgan that in their meeting they had agreed to suspend all actions on both sides. He assured Robert that he would receive the information from officers that he had requested.

Jay Risbridger (Director, Bath Currency CIC) in a statement advised the Cabinet that the inauguration of the Bath Pound was moving forward, with a launch date in early 2015. She observed that early involvement of the Council would be essential to the success of the scheme and she asked the Cabinet to commit to this.

Cabinet members asked about some of the practical arrangements supporting the scheme and Jay Risbridger responded.

64 MINUTES OF PREVIOUS CABINET MEETING

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

RESOLVED that the minutes of the meeting held on Wednesday 16th July 2014 be confirmed as a correct record and signed by the Chair.

65 CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET

There were none.

66 MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES

The Chair welcomed to the meeting Councillor Sally Davis, Chair of the Early Years, Children and Youth PDS Panel, and invited her to speak.

Councillor Davis in a statement [*a copy of which is attached to the Minutes as Appendix 4 and on the Council's website*] thanked all those who had taken part in the consultation exercise over the restructuring of the Early Years service. She asked Cabinet to keep her Panel fully informed and involved in future consideration of the proposals and she presented the recommendations recently agreed by the Panel.

67 SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING

The Chair drew attention to a replacement report, including some more recent decisions, [*copies of which had been placed in the public gallery prior to the meeting and which is attached to these Minutes as Appendix 2 and on the Council's website*].

The Cabinet agreed to note the report.

68 BATH FREIGHT CONSOLIDATION CONTRACT

David Redgewell said he was very pleased that the contract was to be renewed. He remained concerned about the level of vehicles and emphasised the need to reduce the number of HGVs coming into the city. He asked the Cabinet to encourage Wiltshire County Council to look at its distribution networks too, especially around Trowbridge.

Councillor Charles Gerrish in an *ad hoc* statement welcomed the paper and said that he supported the principle. He observed however that there was no mention of what would happen if Bristol declined to renew. He asked the Cabinet to consider making it a condition of awarding planning consent to companies that they would use this facility. He suggested that Planning Officers be asked to make it a condition for businesses that they use this facility. He asked for Keynsham to be included in the contract.

Councillor Anthony Clarke in an *ad hoc* statement was supportive but emphasised the need to persuade big businesses to commit to the scheme

Councillor Caroline Roberts introduced the item and explained to Councillor Gerrish that there was already good reason to have a high level of confidence that Bristol would adopt the same approach. She agreed to consider the inclusion of Keynsham in the scheme, as part of the Keynsham Transport Strategy. She emphasised the Cabinet's commitment to sustainable deliveries and said that the number of companies involved had risen from 17 in 2011 to 34 in 2014. It was a contributing

factor in improving air quality and in reducing the dirt and damage to buildings. She moved the proposals.

Councillor Paul Crossley seconded the proposal. He was pleased that the contract was to be renewed. He assured David Redgewell that Cabinet would consider the situation in Wiltshire too. He assured Councillor Charles Gerrish that should Bristol change its mind, the Cabinet would give serious consideration to continuing; but he was confident that Bristol would commit.

Councillor David Dixon supported the proposals. He was pleased that there was an alternative, rather than just to hit businesses with the planning approach. He observed to Councillor Charles Gerrish that some Keynsham businesses had already committed to the existing scheme. He agreed that the Trowbridge situation needed to be explored.

Councillor Tim Ball supported the proposals. He responded to Councillor Charles Gerrish that the imposition of planning conditions was not an option because the government minister had recently stripped Councils of many of its planning powers.

Councillor David Bellotti emphasised the importance of the proposals for the health of people in the city. He commended the businesses which had already signed up to the contract.

On a motion from Councillor Caroline Roberts, seconded by Councillor Paul Crossley, it was

RESOLVED (unanimously)

(1) To AWARD the new contract for three years, with an option to terminate after two years. If either authority took the decision to terminate the contract after two years, the other authority would have the option to continue for a further year; and

(2) To ASK the Strategic Director of Place during the contract period to explore local options that would help to expand the service further.

69 ADVICE AND INFORMATION STRATEGY 2014-17

Councillor Vic Pritchard in an *ad hoc* statement said he was pleased that the strategy had reached this point. He observed however that the Action Plan was not included with the published papers.

Peter Duppa-Miller in an *ad hoc* statement *[a copy of which is attached to these Minutes as Appendix 13 and on the Council's website]* asked the cabinet to consider use of the Town and Parish Councils as information points, particularly for self-service information.

Councillor Simon Allen apologised that the action plan was not yet available. He explained that there had been two periods of consultation on this issue. In particular, views had been sought from the Apex providers, CAB, SWAN, Age UK, DHI and the Carers Centre. This group had been asked to draw up the action plan in conjunction with the Council, as stated in the report.

Councillor Allen said that the strategy was very ambitious because there were a large number of separate sources of information. He thanked Peter Duppa-Miller for the offer of help from Parish Clerks.

He moved the proposals.

Councillor David Bellotti seconded the proposal. He recognised that people wanted and needed to be able to get information from a single point. He wanted to avoid the Council becoming no more than a signpost to other sources of information. He felt these proposals would achieve that.

Councillor Paul Crossley observed in response to Councillor Vic Pritchard that at paragraph 8.5 the report stated that the action plan would be developed in consultation with the partners. He asked the Democratic Services Officer to ensure that the action plan would in due course be published.

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

RESOLVED (unanimously)

(1) To NOTE the consultation feedback received and subsequent amendments made to the draft document; and

(2) To AGREE the Strategy.

70 B&NES ECONOMIC STRATEGY REVIEW AND SKILLS PLAN

Councillor Patrick Anketell-Jones in an *ad hoc* statement welcomed the strategy as a very good response to changing economic times. He made the following observations about the issue: the danger of intensifying economic activity in a small area, thus putting demand on the infrastructure, meant that the Cabinet should consider an urban plan, not just a transport strategy; the nature of high-growth business was changing rapidly; Midsomer Norton was falling behind the pack and although the paper was forward-looking, it was focused too much on the city of Bath.

Councillor Eleanor Jackson in an *ad hoc* statement supported the comments made by Councillor Anketell-Jones about Midsomer Norton. Her PDS Panel had asked for an economic report on that area. She pointed out that over 60% of the working population in that area commuted into Bath or Bristol for their work.

Councillor John Bull in an *ad hoc* statement expressed disappointment that the strategy did not differentiate between towns geographically. He reminded the Cabinet that new jobs would require new work locations and was concerned that there were no such proposals, which would be a real hurdle to overcome.

Peter Duppa-Miller in an *ad hoc* statement *[a copy of which is attached to these Minutes as Appendix 14 and on the Council's website]* referred to paragraph 5.12 of the strategy and re-iterated the view of the Town and Parish Councils Association that this was a strategic issue. He strongly urged the early implementation of Theme

12, which he said must deliver reliable, high-speed broadband to every home and business tin the rural area.

Councillor Ben Stevens introduced the item by reminding the Cabinet that this was a commitment given in 2010. The document set out the local economic priorities. The 2008 recession had caused a reduction in jobs but this had been reversed. There was a particular emphasis on high-tech opportunities. High-speed broadband was a critical plank in the strategy, as was the development of the market towns. He would welcome a conversation with Councillor Patrick Anketell-Jones if he felt the strategy was not flexible enough towards businesses.

Councillor Stevens felt that Midsomer Norton was a very successful market town with a thriving High Street and that proposed initiatives in that area would contribute to this. He observed that steps had been taken to encourage the use of some sites in Paulton but many companies were looking particularly for sites along the A4 corridor.

Councillor Stevens referred to the 3 key schemes, listed in paragraph 5.2 of the report. He moved the proposals.

Councillor Paul Crossley seconded the proposal. He emphasised that solutions were coming forward for the Cadbury site in Keynsham and for Midsomer Norton. The whole area was proving to be very attractive to new companies.

Councillor Tim Ball congratulated Councillor Ben Stevens for the excellent strategy. This was one part of the Core Strategy which would back up all the Council has been doing. He was keen to see the growth in businesses, houses and jobs in the Radstock area.

Councillor David Dixon observed that in 2011, when the current administration had been formed, the area had not yet been acknowledged as the 3rd best place to live in the UK as it now was. He was delighted that things were beginning to move forward in Midsomer Norton and Radstock. The challenge would be to build suitable accommodation and office buildings in the area. He pointed out to those who had complained of bad broadband coverage in the rural areas that the businesses in Walcot Street also suffered because of the old copper broadband installation.

Councillor David Bellotti was pleased that unemployment was reducing in the area, there had been a massive reduction in benefit claimants and businesses and colleges were providing large numbers of apprenticeships.

Councillor Ben Stevens, in summing up, said he would be meeting very soon with Bradwells to discuss the broadband provision in Walcot Street.

On a motion from Councillor Ben Stevens, seconded by Councillor Paul Crossley, it was

RESOLVED (unanimously)

(1) To ENDORSE the objectives and priorities set out in the Economic Strategy Review and agree the Action Plan as a framework for partnership action in the period 2014–2020; and

(2) To DELEGATE authority to the Strategic Director for Place, in consultation with the Cabinet Member for Sustainable Development, to:

(i) agree a framework for measuring and monitoring progress against the key priorities in the Economic Strategy; and

(ii) agree minor amendments to the Strategy & Action Plan in conjunction with the Economic Partnership Group prior to publication of the documents.

71 RE-STRUCTURING OF THE EARLY YEARS, CHILDREN'S CENTRE AND EARLY HELP (0 - 11 YEARS) SERVICES 2014 - 2016

Vicky Drew in *a* statement *[a copy of which is attached to these Minutes as Appendix 15 and on the Council's website]* referred to the fact that Children's Centres were being shut all over the country and appealed to Cabinet to avoid closing any in the area.

Councillor Liz Hardman in an *ad hoc* statement reminded Cabinet of the huge consultation process which had taken place earlier in the year and asked what part the feedback had played in the thinking leading up to the current proposals. She observed that 70% of the respondents had been parents. She encouraged Cabinet to give an opportunity for the proposed staff co-operative to be put in place.

Councillor John Bull in an *ad hoc* statement said that Children's Centres were still faced with cuts of £1M. The business case for a staff mutual would take 18 months to prepare and he asked Cabinet to allow time for this to happen. He suggested that funds could be used from the Council's reserves to suspend any plans until the end of the financial year, so as not to make any changes which would be impossible to reinstate at a later date.

Councillor Michael Evans in an *ad hoc* statement emphasised that it was not possible to use funds which should be available to future generations. He pointed out that it had never been intended that the Sure Start initiative would provide universal access to services. He recognised the ability of a staff mutual to access certain external funding which the Council as a public body was prevented from accessing. He gave credit to the Cabinet that it had been able to avoid closing any Children's Centres.

Councillor Eleanor Jackson in an *ad hoc* statement acknowledged the diminishing funds available, but emphasised that people wished to see Children's Centres protected. She strongly supported the proposals put forward by the Early Years, Children and Youth PDS Panel and the proposal from Councillor Bull that Cabinet should suspend any changes during the current financial year.

Councillor Dine Romero introduced the item. With reference to the possible staff mutual, she would need to know that any business case would be viable. It could possibly be in place by summer 2016 but would need time to mature before being floated off from the Council. She thanked those who had contributed to the debate, including those who had responded to the consultation and particularly to the staff of the Children's Centres. She felt that there were two conflicting pressures: reducing

resources and meeting the needs of children. She proposed to meet both. She emphasised that no Children's Centres had been or would be closed. She recognised the importance of outreach work and, as a result, the number of Health Visitors was being expanded. She was confident that the needs of families would continue to be met.

Councillor Romero said she wanted to explore further the possibility of a staff mutual and that some additional transitional funding would be required while this was achieved. She moved the proposals.

Councillor Simon Allen seconded the proposal. He thanked the staff in the Children's Centres for doing a very difficult job. He applauded their bravery in submitting a Right to Provide request and reminded the Cabinet that the council does have previous experience of setting up mutual organisations. He emphasised that no Children's Centres had been closed but that they would be opened up to the community even more. He felt that the alternative suggested by Councillor Bull would be too expensive.

Councillor David Dixon was very impressed by the management buyout proposal. He strongly valued consultation but reminded Cabinet that it was usually impossible to deliver everything the public said they wanted.

Councillor Ben Stevens felt that the proposals were excellent and responded to Vicky Drew by reminding her that no Children's Centres had or would be closed.

Councillor Dine Romero summed up by reminding the Cabinet of the history of the issue. The budget for Early Years services had been reduced by a budget decision taken in full Council. While other authorities had closed many Children's Centres, this authority had not had any closures, nor had it increased Council Tax. But the service will by necessity look different.

On a motion from Councillor Dine Romero, seconded by Councillor Simon Allen, it was

RESOLVED (unanimously)

(1) To NOTE the results of the consultation processes and the range of views expressed by respondents, both for and against each element of the proposed changes;

(2) To AGREE to implement the new proposed service model, in order to deliver the cost savings approved in the Council's approved Medium Term Service and Resource Plan;

(3) To NOTE the 'Right to Provide' proposal submitted by Children's Centre staff who wish to explore the development of a 'staff mutual', (which could help to enable some elements of universal provision to be delivered without direct Council funding), and to AGREE to permit the staff to develop a business case;

(4) To DELEGATE authority to the Strategic Director (People and Communities) and Cabinet Member for Early Years, Children and Youth, in consultation with the

Section 151 Officer, to have discretion at key stages to halt the process if it becomes evident that the business case is not going to be viable;

(5) To AGREE in light of the above that the Council will continue to be the direct provider of Children's Centre Services for 9 Children's Centres until March 2018 unless a staff mutual is established at an earlier date for an appropriate procurement process to be undertaken;

(6) To AGREE in light of the above the continuation of the Bath West Children's Centre Services (the 2 Children's Centres contracted from an external provider) through appropriate procurement mechanisms to run until March 2018 in order to align with the in-house service;

(7) To AGREE that both the Council service and commissioned provider will be required to work together to enable the new two-service model to be progressively implemented ahead of a full re-commissioning process to let a contract that runs from April 2018 onwards;

(8) To APPROVE the inclusion of further transitional funds of £104,000 in 2015/16 and plan for transitional funding of £76,000 in the Council Budget for 2015/16, with transitional funding to be spread over the following 2 financial years to support these measures, due to the resulting delay in achieving the full implementation of the new two-service model;

(9) To INSTRUCT officers and commissioned providers to continue to promote and explore opportunities to enable some universal services, such as groups and peer networks, to be delivered without direct Council funding; and

(10) To ASK the Early Years, Children and Youth Policy Development and Scrutiny Panel to receive a report and review implementation of new models a year following implementation.

72 UNESCO INFORMATION DOSSIER

Councillor Patrick Anketell-Jones in an *ad hoc* statement welcomed the information dossier which he said seemed to stretch back a long way. He asked whether the Bath Pattern Book had yet been published and observed that there appeared to be no strategy for limiting the heights of buildings.

Councillor Ben Stevens introduced the item by reminding Cabinet that they would be asked to endorse the document for submission to UNESCO. He commended Tony Crouch, World Heritage Manager, for his hard work in securing the designation of Bath as a World Heritage City. He reminded the Cabinet that protecting the world heritage site and developing the area were not mutually exclusive. He moved the proposal.

Councillor Tim Ball seconded the proposal. He congratulated Councillor Stevens and Tony Crouch for the excellent report. He agreed with Councillor Stevens that protection of the world heritage site was very important but that Bath must not become a sleeping city.

Councillor Paul Crossley said that the Council was seeking designation as a Great Spa Tours of Europe. He acknowledged the point made by Councillor Anketell-Jones and said that building heights was one of the issues needing resolution.

Councillor David Dixon reminded the Cabinet that Berkeley House in Snowhill had in its day won awards for design. He felt that the Council must demand the very best design, not simply restrict the heights of buildings. Bath was a living, vibrant city. He had recently been delighted to use his Discovery Card to take the excellent Tower Tour in the Abbey – which he had not known about previously.

Councillor Ben Stevens summed up by committing to check that the Bath Pattern Book had been published. He acknowledged the importance of architectural quality in all development across the area.

On a motion from Councillor Ben Stevens, seconded by Councillor Tim Ball, it was

RESOLVED (unanimously)

(1) To ENDORSE the submission of the dossier to UNESCO.

73 TREASURY MANAGEMENT MONITORING REPORT TO 30TH JUNE 2014

Councillor David Bellotti introduced the item. He was delighted to observe that current borrowing was at £70M, which was £50M less than he had inherited from the previous administration. He moved the proposals.

Councillor Tim Ball seconded the proposal. He said that the report showed how well the Council was delivering its programme, within the current economic restraints.

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

RESOLVED (unanimously)

(1) To NOTE the Treasury Management Report to 30th June 2014; and

(2) To NOTE the Treasury Management Indicators to 30th June 2014.

74 REVENUE & CAPITAL BUDGET MONITORING, CASH LIMITS AND VIREMENTS – APRIL TO JULY 2014

Councillor David Bellotti introduced the item by observing that for the previous 3 years, the Council had ended the year within its budget and he anticipated the current year would be no exception. He referred to paragraph 2 of Appendix 1, which showed the list of capital projects being delivered by the Cabinet's ambitious programme. He moved the proposals.

Councillor Paul Crossley seconded the proposal and noted that the current level of overspend was only 0.5% which would be rectified by the end of the financial year. He observed that some of the current overspends were demand-led and so very

difficult to control. He reminded Cabinet that investments had been made across the whole of the council's area.

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

RESOLVED (unanimously)

(1) To ASK Strategic Directors to continue to work towards managing within budget in the current year for their respective service areas, and to manage below budget where possible by not committing unnecessary expenditure, through tight budgetary control;

(2) To NOTE the revenue budget position;

(3) To NOTE the capital expenditure position for the Council in the financial year to the end of July and the year end projections;

(4) To AGREE the revenue virements listed for approval; and

(5) To NOTE the changes in the capital programme.

The meeting ended at 9.50 pm

Chair _____

Date Confirmed and Signed _____

Prepared by Democratic Services

Cabinet Single-Member Decisions and Responses to Recommendations from PDS Panels

published 5-Sep-14 to 31-Oct-14

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

Date	Decision Maker
Reference	Title

12-Sep-14 Cllrs Paul Crossley, Caroline Roberts

E2701 Charging for detailed drainage advice for major and minor developments

The Cabinet Members agree that charges for detailed drainage advice for major and minor developments should be implemented.

20-Sep-14 Cllrs Tim Ball, Paul Crossley

E2693 New Partnership Arrangements for working with Registered Providers

The Cabinet Member approved the HomesWest partnership arrangements and delegated the Head of Housing to appoint partners in accordance with the standards

---

22-Sep-14 Cllrs Tim Ball, Caroline Roberts

E2709 (R16) Local Plan Policy T17 Safeguarded Highway Schemes

The Cabinet Member agreed changes to the draft Placemaking Plan options document; decided not to pursue the listed schemes; and that Local Plan Policy T.17 should be interpreted in the light of this

---

25-Sep-14 Cllr Paul Crossley

E2641 Zebra Crossing - Whiteway Road TRO

The Cabinet Member agreed to implement TRO proposals as advertised

---

07-Oct-14 Cllr Simon Allen

E2684 Nomination of a Deputy Medical Referee

The Cabinet Member agreed to make the nomination

Date	Decision Maker
Reference	Title

13-Oct-14 Cllr Caroline Roberts

E2679 Globe Roundabout A4 TRO

The Cabinet Member agreed with the placing of the proposed crossings and reduction of speed limit on approach to the crossing

---

21-Oct-14 Cllr Tim Ball

E2690 Local Development Scheme Review

The Cabinet Member approved the revised Local Development Scheme, with one amendment. He approved the revised Neighbourhood Planning Protocol.

28-Oct-14 Cllrs Paul Crossley, David Bellotti

E2710 Energy at Home - Top Up Grants

Bath & North East Somerset Council		
MEETING	**Cabinet**	
MEETING/ DATE:	**12th November 2014**	EXECUTIVE FORWARD PLAN REFERENCE: **E 2639**
TITLE:	**Placemaking Plan Options Consultation**	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Attachment 1 - B&NES Placemaking Plan Options document *This very large document may be seen at public inspection points* Attachment 2 – The Consultation Strategy		

1 THE ISSUE

1.1 Preparation of the Placemaking Plan is underway and, together with the Core Strategy, it will be the primary document against which planning applications will be determined. The Placemaking Plan will be the spatial expression of the Council's objectives. Before the preparation of a draft Plan, the Council must engage publically on the reasonable alternative options. Therefore an options document has been prepared for public consultation to inform the draft Placemaking Plan scheduled for publication in 2015.

1.2 The Placemaking Plan Options Consultation, "Getting Around Bath" Transport Strategy and Enterprise Area Masterplan have been developed together as a consistent, co-ordinated and comprehensive suite of B&NES strategy and policy. Together these documents will enable positive change including economic growth, social and environmental wellbeing.

2 RECOMMENDATION

2.1 That the Cabinet agrees;

(1) the B&NES Placemaking Plan Options document (Attachment 1) for public consultation

(2) The consultation strategy in Attachment 2

(3) that responsibility is delegated to the Divisional Director for Development in consultation with the Cabinet Member for Homes & Planning to make minor textual amendments to the consultation documents prior to publication.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

3.1 Preparation of the Placemaking Plan is included in the B&NES Local Development Scheme (LDS) , the Council's formal Planning Policy work programme. The resources required for its preparation are set out in the LDS and are covered by the Local Development Framework Budget and the Planning policy and Environment Teams. However, its preparation requires extensive cross service working and input from other Council services. This will be covered from within existing budgets.

3.2 The Placemaking Plan will have broad economic implications in that it will establish the planning requirements for redevelopment sites, thereby influencing land values and the costs to development.

3.3 The Placemaking Plan will seek to facilitate the substantial growth in employment space set out in the Core Strategy, particularly within the Enterprise Area, where the uplift in business rates generated forms part of the west of England City Deal. Total projected business rate uplift was estimated at £111m for the Enterprise Area over the city deal 25 year agreement period and it is important that the council seeks to facilitate and enable the delivery of this.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

4.1 Any plan which seeks to allocate sites for development or regulate development is a *Development Plan Document.* Plan-making is a statutory process and their preparation must follow national regulations. In particular, a Plan is examined for soundness and this means that the Plan must be;

- Positively prepared – the plan should seek to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- Justified – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- Effective – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- Consistent with national policy – the plan should enable the delivery of sustainable development

5 THE REPORT

5.1 The purpose of the Placemaking Plan is to complement the strategic framework in the Core Strategy by setting out detailed development principles for identified development sites and other policies for managing development across Bath and North East Somerset.

5.2 Like the Core Strategy, the Placemaking Plan is being prepared in the context of the National Planning Policy Framework (NPPF) and a number of Council strategies, such as the Leisure Strategy. will facilitate the delivery of Council objectives. In particular the Placemaking Plan will complement and help to deliver the Council's 3 key strategies;

- The Economic Strategy
- The Health & Well-Being Strategy
- The Transport Strategy

5.3 In complementing the Core Strategy, the Placemaking Plan must reflect the Core Strategy spatial **vision**. It is acknowledged that the Council has refreshed its vision since the publication of the Core Strategy through the above strategies. However, the Core Strategy objectives and direction of travel are still in line with the refreshed vision.

5.4 In terms of the preparation process, the Placemaking Plan is at **options stage**. This provides the opportunity for the Council to test different options with local communities, stakeholders and the development industry without a formal commitment to a policy. The Options document therefore sets out policy approaches for consultation although in some cases a preferred option is expressed. This will enable the demonstration at examination that the alternatives options have been considered in the process of identifying the "most appropriate strategy".

5.5 The Council has been progressing the **Enterprise Area Masterplan** which includes a spatial vison and sets out development aspirations for various sites along the river corridor. The Placemaking Plan Options consultation enables the opportunity to formally test this evidence through the statutory plan-making process, alongside reasonable' alternatives. The preferred spatial strategy will be set out in the draft Plan in 2015 although it is acknowledged that proposals on some sites will be progressed in the interim, based on the evidence and policy framework currently in place and that emerging as part of the Placemaking Plan preparation.

5.6 The Placemaking Plan will need to also be closely co-ordinated with the emerging **Bath Transport Strategy.** Some of the Transport strategy proposals will need to be delivered through the Placemaking Plan and relevant proposals are included in the Options documents. The Infrastructure Plan will need to be continually updated to ensure a close alignment of new development with infrastructure in its broadest sense

5.7 The Placemaking Plan covers two broad sections; the identification and allocation of **development sites** and the provision of **district-wide planning policies**. Together these will provide the policy framework needed to deliver Council aspirations, provide clarity and certainty for the development industry and local communities, and facilitate economic growth whilst safeguarding the District's high quality environment.

5.8 The Placemaking Plan will also need to acknowledge the diversity of the district by providing bespoke policy frameworks for the different parts of the district. This is reflected in the structure of the document.

5.9 A number of local communities have responded impressively to the challenge of Localism and have worked in partnership with the District Council to undertake rigorous assessment of their local areas in order to inform the preparation of local proposals for inclusion in the Placemaking Plan.. The District Council will work with those local communities who are preparing **Neighbourhood Plans** in order to ensure a cohesive and consistent policy framework across B&NES.

5.10 As set out in the LDS, the next steps in the process is as follows;

Sept 2014	Draft Plan Published For Consultation
Jan 2016	Submit Plan for Examination
July 2016	Receive Inspector's report
Sept 2016	Adoption

5.11 Whilst the Plan is due to be adopted in 2016, the weight that can be afforded to it in decision making will increase as it progresses through each stage. The draft plan in 2015 will be a key milestone.

6 RATIONALE

6.1 The Plan will be subject to examination to ascertain its 'soundness'. The examining Inspector will need to ascertain that the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence. Therefore this stage in the process is necessary in order to explore various alternative approaches & proposals

7 OTHER OPTIONS CONSIDERED

7.1 The Options document in Attachment 1 sets out the options considered.

8 CONSULTATION

8.1 Preparation of the options document entailed the involvement of other Services, partnership working with town and parish councils, the input from key stakeholders, advice from the LDF Steering Group.

8.2 Attachment 2 sets out a consultation strategy for approval by Cabinet.

9 RISK MANAGEMENT

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

Contact person	*Lisa Bartlett 01225 477550* *Simon de Beer 01225 477616*
Background papers	*B&NES Core Strategy* *National Planning Policy Framework* *National Planning Policy Guidance* *B&NES Local Plan*
Please contact the report author if you need to access this report in an alternative format	

Bath & North East Somerset's

Placemaking Plan

Part 2 of the Local Plan



Options Document

November 2014

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Introduction

Placemaking

1. Placemaking is a process and way of thinking aimed at achieving better quality places as the physical setting for life in cities, towns and villages. Placemaking is a multi-faceted approach to the planning, design and management of new development and spaces, as well as the protection and enhancement of existing assets. It is fundamentally about responding to the context of a place, through an understanding of its evolution, its functionality, and its impacts.

2. Crucially, it involves working in a collaborative way with those who live and work or have an interest in Bath and North East Somerset to discover what their needs and aspirations are and how these can be addressed through the Placemaking Plan. Ultimately it is about creating good places that promote people's health, happiness, and well-being

3. Key to achieving better places for everyone therefore will be to make sure the planning policy framework for managing development, and conserving and safeguarding valued assets is tailored to deliver these objectives.

What is the Placemaking Plan?

4. The Placemaking Plan will help to deliver better places by facilitating the delivery of high quality, sustainable and well located development supported by the timely provision of necessary infrastructure. It complements the strategic framework in the **Core Strategy** by setting out detailed development and design principles for identified and allocated development sites, as well as a range of policies for managing development and protecting valued assets across Bath and North East Somerset.



5. The Core Strategy forms Part One of the Local Plan. The Placemaking Plan is Part Two of the Local Plan. Like the Core Strategy it needs to accord with government policy set out in the National Planning Policy Framework (NPPF). Once adopted, the Placemaking Plan, will ensure a robust and up to date planning policy framework is in place for the period up to 2029.

Links with the Council Vision and Key Strategies

6. The Core Strategy contains the spatial vision for the District. Whilst the vision for the District, led by the Council with the other public services on the Public Services Board, has changed since the Core Strategy was written, the new vision incorporates key elements which will be achieved by the Core

Strategy. This vision is also reflected in the main strategies that will help deliver it such as the Economic, Transport and Health & Wellbeing Strategy, all of which will be in part delivered by the Placemaking Plan.

7. The vision for the area led by the Council is:

Bath and North East Somerset will be internationally renowned as a beautifully inventive and entrepreneurial 21st century place with a strong social purpose and a spirit of wellbeing, where everyone is invited to think big – a 'connected' area ready to create an extraordinary legacy for future generations

8. This Vision is reflected in and will be delivered by the Council's key strategies (see below). The Placemaking Plan will help to deliver the Council's Vision and its three key strategies, as well as other supporting strategies and initiatives. The Council's 3 key strategies are:



9. There are a range of other Council strategies and initiatives supporting these three key strategies, including the Fit for Life strategy and those related to climate change, development and regeneration, housing, education and cultural development.

10. These strategies will influence the evolution of the Placemaking Plan and contribute significantly to the aspirations for development sites and the planning requirements that will be set out in the Placemaking Plan.

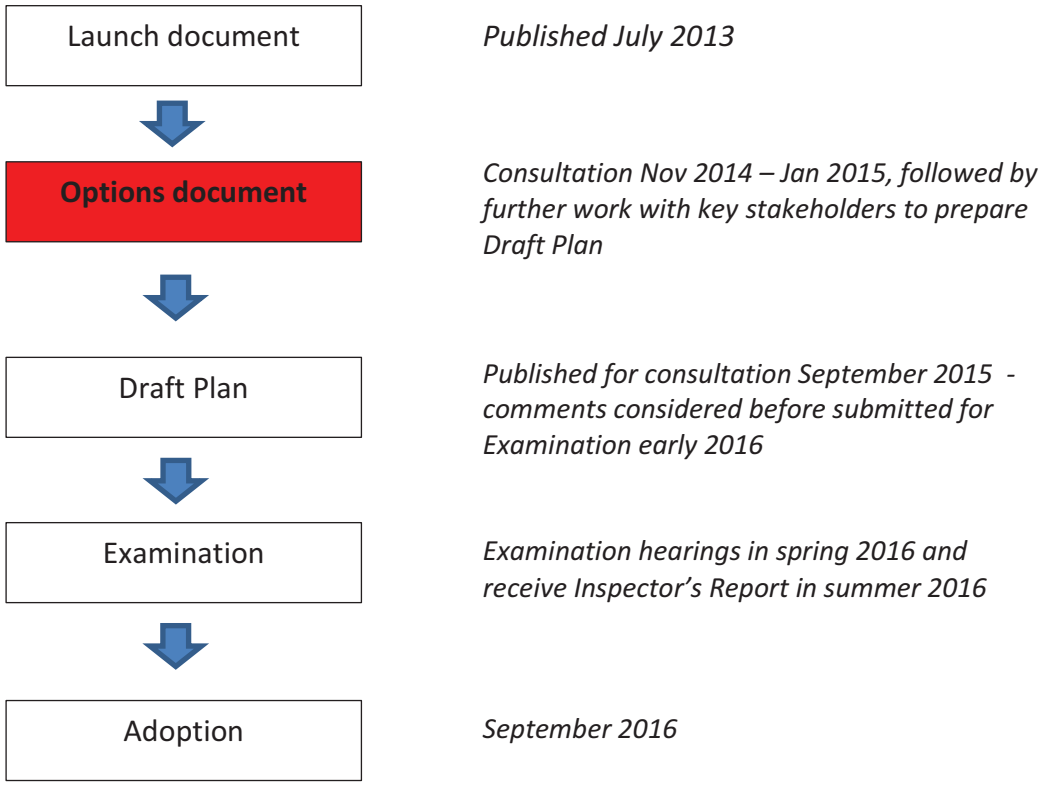
Core Strategy

11. In setting out the strategic planning policy framework for the District, the Core Strategy identifies the broad housing and employment numbers, and strategic locations for development. It also sets out 7 strategic objectives. The Placemaking Plan will help **deliver the housing and employment requirements established in the Core Strategy and its strategic objectives**:

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

Placemaking Plan Preparation

12. The process and broad programme of preparing the Placemaking Plan is set out in the diagram below.



13. The preparation process is aimed at achieving a 'sound' plan. The 'soundness' of the Draft plan is tested at Examination. In order to be 'sound' the Plan must be:

- Positively prepared – seek to meet objectively assessed development and infrastructure requirements
- Justified – should be the most appropriate strategy when considered against reasonable alternatives
- Effective – deliverable over the Plan period
- Consistent with national policy

14. The preparation of the Placemaking Plan commenced with the publication of and consultation on the Launch Document. The comments raised on the Launch Document have helped to inform and shape this document.

Options Stage

15. In preparing the Placemaking Plan the Council is required to test reasonable alternatives. This document outlines the Council's view of the reasonable alternatives or 'options' in respect of both site allocations and development management policies. It has been published for consultation and comment during a ten week period from late November 2014 through to the end of January 2015. This period of

consultation is the start of a longer period of discussion and debate and collaborative work with key stakeholders in preparing the planning policy framework for the District.

16. The Options document is a stepping stone to the preparation of the Draft Plan. It is the Draft Plan that will confirm the Council's site allocations and policy requirements. In progressing from this Options document to the Draft Plan further evidence needs to be gathered and assessments undertaken. These areas of further work are flagged in the document.

17. This document broadly follows the same structure of the Core Strategy and is split into two broad parts – site allocations (structured spatially) and development management policies (structured by policy issue). The scope of the options presented in this document is outlined in the relevant sections below.

Sustainability Appraisal and Habitat Regulations Assessment

18. The testing of options and the preparation of a sound plan requires a Sustainability Appraisal (SA) and a Habitat Regulations Assessment (HRA) of the Plan are undertaken. At the Options stage the SA considers and outlines the sustainability effects of the options or 'reasonable alternatives' presented and the HRA assesses whether any of the options are likely to have a significant effect on European protected species. The SA and HRA are published alongside this document. The conclusions and recommendations of both appraisals will be considered and reflected in preparing the Draft Plan.

PART 1: Development Sites

Context

1.1 The allocation of development sites and the establishment of development and design principles will help to achieve the objectives set out in the Core Strategy and deliver the vision for specific places outlined in the Core Strategy and articulated in this Plan.

Why Allocate Development Sites?

1.2 The allocation of specific sites for development will help to ensure that the strategic housing and employment requirements outlined in the Core Strategy are delivered in the most suitable locations and through high quality development. In respect of the management and growth of town centres specifically the NPPF: 23 (bullet 6) states that local planning authorities should allocate a range of sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres. It states that it is important that the needs for retail, leisure, office and other main town centres uses are met in full and are not compromised by limited site availability. Where there is insufficient town centre capacity it advises that edge-of-centre sites and then sites that are well connected to the town centre should be allocated. There is also good reason in some circumstances to allocate other sites for residential or other non-town centre types of development.

1.3 The allocation of development sites will enable the Council to:

- set out clearly planning and development aspirations for sites
- outline the mix of uses
- establish key design and development principles e.g. relating to development form, layout, scale etc.
- identify and deliver key infrastructure requirements
- help facilitate development by providing clarity

Site Allocations in the Options Document

1.4 The Options document is a stepping stone to producing the Draft Plan. In the Draft Plan the Council will confirm which sites are allocated for development and will set out a policy establishing the development and design principles to guide development and to determine a planning application.

1.5 It is crucial that the proposed allocations in the Draft Plan establish a mix of uses and scale and form of development appropriate to the site's location and context and that the development of sites is viable and deliverable.

1.6 In the options document the Council is testing and seeking comments on both land use/scale options and also the emerging site development & design principles. Further evidence work is needed to inform the Draft Plan, including viability assessments which will be undertaken to ensure that the mix of uses and the site development and design principles set out in the policy are financially viable and deliverable.

1.7 Explained in the place based chapters below the following may be options for consultation:

- which site or sites should be allocated e.g. to meet the housing requirements set out in the Core Strategy for some villages
- the mix of uses appropriate on a site
- the suggested site boundary
- the emerging principles to guide development

Why these sites and not others?

1.8 The sites presented as potential allocations in this document have come from a number of sources, including sites identified:

- In the Strategic Land Availability Assessment (SHLAA) – focussing on those sites that are available and most suitable for development
- By town and parish councils as part of the collaborative work on the Placemaking Plan
- In other Council strategies/plans

1.9 The urban extension sites at Odd Down, East and South West Keynsham and Whitchurch have already been allocated for development in the Adopted Core Strategy. The development of these sites will be progressed through the preparation of a Masterplan by the developer/land owner and in consultation with the local community. These sites do not form part of the Placemaking Plan and are therefore, not subject to public consultation through this document.

Local Green Space

1.10 In addition to allocating development sites the NPPF encourages local communities to identify green areas of particular importance to them for special protection. The identified areas can be designated as Local Green Spaces through either the Placemaking Plan (as part 2 of the Local Plan) or a Neighbourhood Plan. Once designated these open spaces will not be developed except in very special circumstances.

In putting land forward for designation as a Local Green Space local communities need to be able to demonstrate that the land in question meets all of the following criteria (as stipulated by the NPPF):

- where the green space is in reasonably close proximity to the community it serves;
- where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- where the green area concerned is local in character and is not an extensive tract of land.

1.11 The NPPG also suggests that if the land is already protected by designation such as Area of Outstanding Natural Beauty, Site of Special Scientific Interest, Scheduled Monument or Conservation Area, then consideration should be given to whether any additional local benefit would be gained by designation as Local Green Space. The green area does not need to be in public ownership.

1.12 Part 1 (Development Sites) of the Placemaking Plan therefore outlines on a place by place basis progress in identifying green areas for potential designation in the Draft Plan and where relevant options.

Bath Sites

Policy Context: Core Strategy

1.13 The Council's Core Strategy contains a vision and spatial strategy for the city, and a set of strategic policies (B1-B5) that provide the framework within which site specific development proposals will need to comply. It also contains other Core Policies, covering for example sustainable construction, district heating, the economy, green infrastructure and environmental quality that reflect Council priorities and will shape the overall approach for each of the development sites.

Placemaking Plan Bath: The Aim

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

Placemaking Plan Bath: The Objectives

1.15 There are a series of significant development opportunities within Bath that need be taken forward with vision and aspiration This must be intelligently applied, informed by a thorough understanding of the qualities of Bath as a place, its outstanding universal value as a World Heritage Site, and future role as a small, yet high profile provincial city. Many of the sites that are now being considered for redevelopment result from what are now regarded as post war architectural, planning, and political failures when typically the response to the heritage context was misunderstood, when cost was often more important than value, and when the need for development trumped the need for quality. The Placemaking Plan advocates a more sustainable approach to city development so that enduring places are created. It can establish the conditions within which such change can take place.

1.16 The history of Bath and elsewhere shows that in many cases high quality buildings and places endure beyond the time of their creation and are often recycled with different uses/occupiers over time. The Placemaking Plan focuses on both the creation of new areas of townscape and the first package of uses that need to be accommodated to deliver the city's socio-economic needs for the current plan period.

1.17 In facilitating the delivery of development opportunities and setting out policies to manage development and change the Placemaking Plan also needs to ensure the functions and quality of the River Avon corridor through Bath are protected and enhanced.

Placemaking Plan Bath: The Evidence Base

1.18 An extensive and evolving research base is available to inform the site allocations and policies of the Placemaking Plan. Much of this evidence was applied in drawing up the Core Strategy and has been applied to policy at a strategic level e.g. the SHMA, SHLAA and studies assessing the need for office and retail space.

1.19 Because the Placemaking focuses on specific sites and areas of the city additional research is needed to inform a finer resolution of policy making. The evidence base will be published alongside the Options document and includes but is not limited to:

- The Natural Environment (Biodiversity by Design)
- Bath Morphology Study (Karl Kropff)
- Historic overview of development sites (Mike Chapman).
- Bath Building Heights Strategy (Urban Initiatives)
- World Heritage Setting SPD (Bath & North East Somerset Council, 2012)
- 'City Identity' Project and the Bath Public Realm and Movement Strategy
- Transport Strategy for Bath,
- Green Infrastructure Strategy (BANES, 2013)
- Bath Enterprise Area Masterplan

1.20 By basing policy making on this evidence the Placemaking Plan can set out a more detailed planning and design framework for specific sites within the Central Area, the Enterprise Area and elsewhere in the city. This will provide a vehicle for resolving contentious planning issues for key areas where the change is envisaged.

1.21 The evidence based polices of the Placemaking Plan will:

- Establish the potential use of individual sites and set out design principles
- Resolve conflicting objectives in areas subject to development pressures
- Protect environmental assets that are particularly sensitive to change
- Help to stimulate development and enable the delivery of planned growth and economic potential
- Act as a focus and a catalyst for key agencies and landowners to work together

1.22 There may be instances where the achievement of objectives clash. This is the nature of planning and reuse of urban land and the future of places is contested. The purpose of the Placemaking Plan is to arrive at sustainable solutions for the civic good, taking into account, and giving appropriate weight to the full range of matters that must be considered. Government's NPPF and the PPG provide the framework within which to devise local planning policy. These are key material considerations to take into account alongside the views of interested parties.

[Insert spatial context diagram for Bath based on Core Strategy diagram]

Design Values for New Development in Bath

1.23 One the key matters to address in advance of site specific issues is the concept of 'Design Values' for Bath as a means of creating authentic and locally distinctive enduring places.

1.24 Paragraph 60 of the National Planning Policy Framework (NPPF) states that:

> *Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.*

1.25 The design of new buildings in Bath has always been a difficult and contentious subject. A straightforward question of 'what should new buildings in Bath look like?', is met with animated debate. Should new buildings continue the theme of Bath as a classically inspired city or should they reflect the spirit of the age, and adopt a modern approach to new architecture? Should they mimic the Georgian idiom, or should they be of their own time, whilst responding to their sensitive environmental context? Do copies of the Georgian architecture undermine the authentic, or do they continue an established precedent? Do they evolve a city renowned for design innovation or not? Are different approaches appropriate for different areas?

1.26 Whilst there are inevitably a wide variety of views about the best approach (or indeed which approach to take where), it is nonetheless an important issue that that Placemaking Plan – as the key planning document for managing change in Bath - should address.

1.27 For developers seeking planning permission, there is currently a lack of clarity as to the design of new buildings that the city would like to see. There are high levels of uncertainty as to what constitutes 'good design', what 'preserves or enhances the character of the conservation area'. In practice, particularly for larger schemes, a developer will seek guidance from their consultants and advisors, from planning officers and from Councillors, and through early consultation with stakeholders. In practice, the design of new buildings is often based on what is least likely to challenge convention, and what is most likely to be successful in gaining planning permission. Is this the best way of managing change and delivering high quality, sustainable development in a World Heritage Site?

1.28 To provide the context for considering the design of new buildings in Bath, and to seek to 'promote or reinforce local distinctiveness' as required by NPPF, the Placemaking Plan Options consultation proposes a set of emerging **design values**. These are intended to establish a framework within which the design of new buildings can be considered, without imposing 'architectural styles or particular tastes'. They should encourage building design 'innovation, originality or initiative', and ensure that new development is authentic to Bath, not anywhere else. These design values are intended to help guide and shape the emerging outputs of development proposals, ensuring that they capture the essence of Bath's DNA, and the key aspirations of the Council.

1.29 The framework has been derived from the 'World Heritage Site Attributes' [hyperlink], and from the work undertaken following the production of the Public Realm and Movement Strategy [hyperlink]. This established, via a collaborative stakeholder process, a set of design values for the public realm. It is intended that the following emerging design values for new buildings in Bath will undergo a similar collaborative process to ensure that they are robust, and reflect aspirations for the visual appearance of new development in Bath.

STRATEGIC DESIGN VALUES	Emerging Design Values for new development
Reinforce a sense of composition and balance	• The deliberate creation of a beautiful city (WHS). Harmonious and logical integration. Transposition of Palladio's ideas to a city scale. • Elegance and **Beauty. Proportion. Human scale.** • Read as one / Unity – part of a complete landscape / visual homogeneity • Cityscape/townscape approach but with space for the divergent, the individual and surprising • A deliberate contrast between the built and unbuilt – sudden, rather than gradual or blending • Different approaches to different parts of the city • Importance of historic routes into the city
Design innovation	• Building design – unified façade, with individual expression internally, irregular backs. • Integrated relationship between buildings and the public realm (including wide flat pavements), facilitating social interaction and activity • Dramatic forms of development that blends and integrates with the landscape • City as theatre set, with visual surprises and open spaces. • Contrast between formal front and informal backs. • Within a townscape approach, allow and encourage the quirky, unusual, surprising, unconventional • The pursuit of excellence. "The World Heritage Site is not a constraint, but an invitation to excel' • Mediocrity is not acceptable in new buildings. *Isn't it? Should be room for the 'ordinary', as long as it is good quality.*
Celebrate Bath's Independent Spirit	• Bespoke • Foster the small scale • Many small, fewer big • Nurturing growth • Encourage and foster the individual and eccentric– entice the radical
Craftsmanship	• Encourage the Inventive, the progressive and challenging. • Encourage craftsmanship in natural materials. • Simplicity, only using embellishment with purpose • Evolution or translation of design ideas, not mimicking / slavishly copying
Life Enabling	• Intrigue/depth • Variety/interest/diversity • Relationship of buildings to the public realm, wide pavements, (WHS) • Biophillic benefits of enhanced river corridor and other open space/green infrastructure (masterplan) • The importance of views

Looking responsibly to the future	Low carbon materials Use of natural materials (WHS) Energy efficiency and human scale / buildings relate to the pedestrian • Living roofs and other sustainable drainage features • Protect and further enhance the valuable ecological 'nodes' • Establish or strengthen habitat between these ecological nodes • Strengthen the connectivity between the river and the other linear biodiversity habitats • Enhance the biodiversity Value at 6/7 Key Nodes • restore and enhance the ecological function and interests of the river corridor; provide and enable a functioning SAC bat corridor

The Central Area and River Corridor

Context

1.30 The development potential of the Central Area and land either side of the River Avon lying between the Lower and Upper Bristol Roads (A36 and A4) presents the key opportunity for delivering many parts of the vision for the city.

1.31 The valley floor is the headline development location for Bath; a complex area, where both significant change and conservation is needed. This means realising this area's economic usefulness and property value whilst protecting heritage assets, responding to character, enhancing recreational potential, managing flood risk, addressing land remediation, improving connectivity, the functioning of the highway network and sustaining wildlife habitats.

1.32 The importance of the River Avon corridor must be recognised in managing development in this part of the city. The tree lined river corridor is recognised for its landscape and visual contribution to the city and it also supports a variety of wildlife. As such it is a key component of the District's Green Infrastructure providing benefits for people, place and nature.

1.33 For much of its length the river comprises a dark tranquil corridor that connects with a network of green spaces and recreational routes in the city. It supports a rich diversity of wildlife, including nationally and internationally protected species for which special protective legalisation applies. The dark; vegetated, and tranquil characteristics of the river are key attributes.

1.34 The focus for large scale re-development and additional flood alleviation measures in the river corridor brings significant, but not insurmountable, challenges to the planning process and for its long term management and stewardship. Development brings significant pressures for increased lighting and urban public realm and with it the potential for loss of darkness, tranquillity and vegetation. These impacts will need to be managed through the Placemaking Plan policy approach. A River Strategy is also proposed as a means to guide change, and to help deliver sustainable benefits for people, place and nature.

134a. The Placemaking Plan seeks to combine the different, and potentially conflicting roles of the river environment, and attempts to create a response where the whole is greater than the sum of its parts: A river environment that maintains and enhances its important contribution to the landscape character of the city, that enriches important biodiversity habitats, that transforms our perception of the river as a neglected part of the city, and which is seen by developers and occupiers as an asset to their development sites, and as a key reason to occupy buildings near it. The Natural Environment Evidence Base describes what is becoming known as design 'biophilic design', where incorporation of biodiversity, clean water, and variations in aspect and view can contribute to the wellbeing and productivity of citizens, thereby resulting in the perceived quality of place. In short, the kind of exemplary place that we are seeking the river environment to be, is good for all of us; good for biodiversity, good for business, good for well being and good for World Heritage management.

1.35 The Core Strategy identifies strategic policy areas within the valley bottom of the River Avon. It sets out their roles, the scope and scale of change to be achieved and broad Placemaking principles to shape change. The policy areas are:

- The Central Area (comprising the City Centre, South Quays, Green Park Station and Sydenham Park)
- Western Riverside
- Twerton and Newbridge Riverside

Bath City Riverside Enterprise Area and Masterplan

What is this?

1.36 he Bath City Riverside Enterprise Area is land ddesignated as a key zone for economic growth by the West of England Local Enterprise Partnership. It has the potential to deliver more than half of the District's job growth during the Plan period and play a key role in providing much needed accommodation for the area's flourishing high-value business sectors.

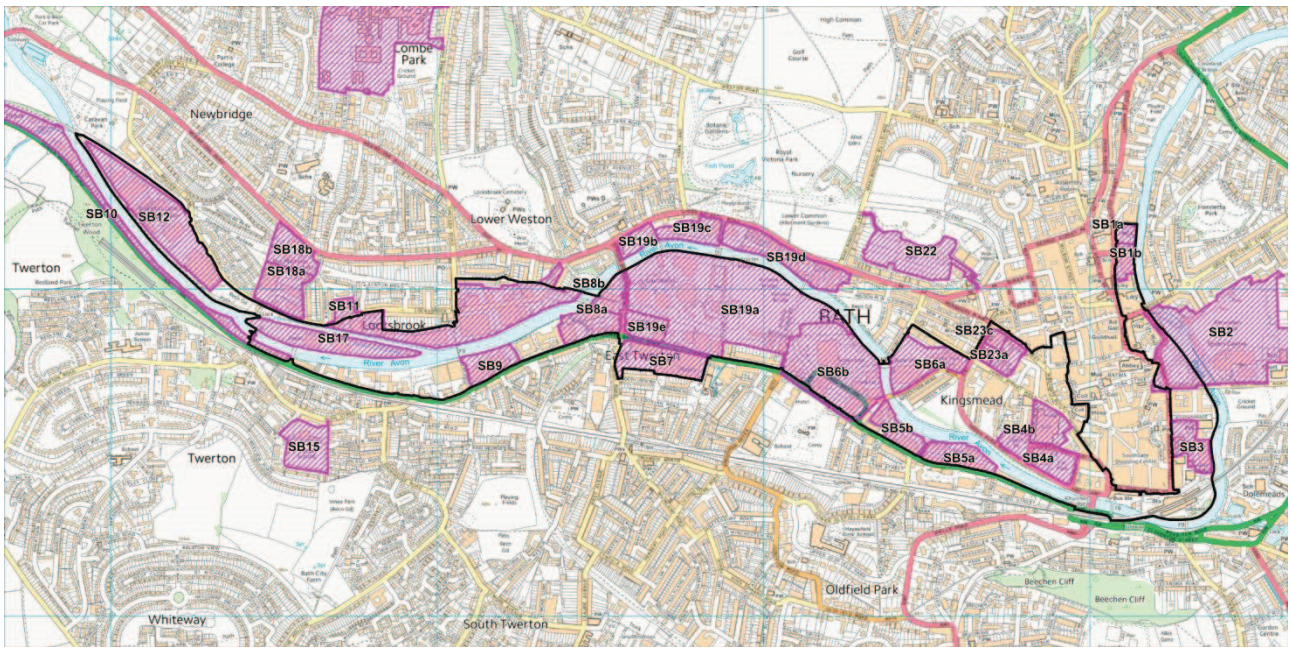
1.37 The Bath City Riverside Enterprise Area Masterplan (EAM) [insert hyperlink]was commissioned by Bath and North East Somerset Council to develop a vision for the Enterprise Area. It sets out a possible strategy for the delivery of the employment growth that B&NES is attempting to deliver as part of the Bristol City Region City Deal. The Masterplan sets out an overall level of ambition for bringing 'the riverside to life', and focuses on delivery and unlocking funding opportunities to enable the regeneration of riverside development sites.

1.38 How does it relate to the Placemaking Plan?

The EAM provides part of the context for the production of the Placemaking Plan. The Masterplan process involved the commissioning of various pieces of research that will help to inform the Placemaking Plan.

1.39 The resulting EAM is one means by which the Central Area and River Corridor could be developed. It is however, not a statutory planning document and has not been subject to the level of scrutiny that is required of such. It is not uncommon for vision documents to be prepared as part of the development of Economic and Planning Policy e.g. York City Beautiful and Birmingham's Big City Plan

1.40 To be a sound planning document the Placemaking Plan will need to contain the most appropriate development strategy when tested against reasonable alternatives. Therefore, alongside the approach set out in EAM, this Placemaking Plan Options document sets out two alternative approaches.



Emerging land use Options and Design Principles for Enterprise Area Development Sites

1.41 The land use options and the development & design principles for each site should be read within the broader policy context established by the Core Strategy, for example the Strategic Policies that relate to Bath, and the Core Policies, such as those relating to sustainable construction and green infrastructure, as well as relevant development management policies in this document.

Developing 'packages' of site allocation options in respect of the mix of uses

1.42 The land use options presented in this section in respect of the land use mix for each site form part of a package that fits together as a strategic concept for the development of the Central Area.

1.43 The Core Strategy sets the strategic context for the allocation of sites within the Central Area and Enterprise Area. In combination the site allocations need to 'add-up', in conjunction with projects built or committed since 2011, to deliver the Core Strategy requirements e.g. in relation to office, retail and leisure space. These sites can also contribute to the achievement of 7,000 dwellings for the city. A collection of potential development sites have been identified to achieve this. The level of certainty about their availability in time varies. Some are more immediate prospects; others may be developable later in the plan period. B&NES Council owns many of the sites in question.

1.44 and use options for each site are presented to explore spatial strategies for allocating sites within the Central Area & Enterprise Area for mixed-use development to deliver some of the key objectives of the Core Strategy. The options are presented for consultation to illustrate the reasonable spectrum of possibilities and to invite debate. This section of the Placemaking Plan should be read alongside an accompanying data table and written appendix, which presents individual sites assumptions within a wider spatial context. Note that, for comprehensiveness the data table includes sites where development has taken place, is under construction or is permitted. For example, the Premier Inn site is completed but is included to identify the total number of new hotel bedrooms that would come forward during the pan period.

1.45 There is no expectation at this stage that any one of the three options, as currently constructed will translate directly to a chosen approach within the Draft Placemaking Plan. Indeed, the preferred option that emerges through consultation may be an amalgam or fusion of the options presented here.

1.46 The chosen way forward may also reflect as yet unknown additional issues raised in the consultation. For example representations may be made by landowners/developers and other agencies that that will affect the chosen way forward including inter alia deliverability, viability, buildings heights, highways impacts and parking requirements. There may well be other possibilities or refinements in term of land use mix and/or the capacity of sites. The consultation should be seen as an opportunity for all interested parties to generate site specific options for consideration in the preparation the Draft Plan.

1.47 Despite some uncertainty at this stage the chosen approach that will be published for statutory consultation in the Draft Plan (2015) should not emerge as a surprise following the Options consultation in 2014. Stakeholders should be able to understand how and why it has emerged. The Options consultation seeks to 'set-up' the chosen approach and cover the range of alternatives that can reasonably be considered. These will be tested for their significant sustainability effects.

1.48 To keep the consultation manageable three spatial strategies governing the allocation of uses to sites within Central Area and elsewhere in the Enterprise Area are presented. Although the consultation will be time bound, it is not a statutory phase which means that participation will continue well in to 2015 as part of an iterative process of policy development with statutory consultees, stakeholders, interest groups, developers and landowners.

1.49 The three Options can be characterised thus:

- **Option 1** is an indicative interpretation of the Enterprise Area Masterplan. The most central sites are prioritised for the delivery of about 50,000 sqm GIA of office space. There is consequently a very limited additional retailing role on these sites. Retail is instead directed to a new 'destination' created within Green Park West & the proposed 'Sydenham Park'. This concept assumes the future re-location of Sainsbury's within Sydenham Park.

- **In Option 2** the growth in retailing floorspace (25,000 sqm GIA) is instead focussed on the sites that lie closest to the primary shopping area. About two thirds of the office floorspace allocated in Option 1 on the affected sites is redirected to more peripheral areas e.g. Sydenham Park. Sainsbury's remains in situ in Option 2 with major implications for the future role of the immediate area around Green Park Station.

- **Option 3** is an intermediary concept delivering a more even split of retail and office across the most central sites. As in Option 2 Sainsbury's remains in situ. Only about 40% of the evidenced need for additional retail space is planned for. This option also introduces additional sites not considered in 2 and 3. The consultation will determine whether any of the additional sites are realistic allocations or whether further sites should be considered.

- There is of course an **Option 4**, a 'do-nothing' or do not allocate approach but this is really only 'useful' in respect of undertaking sustainability appraisal and testing the effects of policy vs no policy. No policy does not mean, 'no development', as planning applications would still come forward. It simply means that there would be less guidance or control of development.

1.50 Within each option there is a 'base' overall floorspace assumption and in some cases a 15-20% lower capacity. The lower figure is in lieu of proper sensitivity testing that still needs to take place in

respect of the base figure e.g. in respect of heritage and associated building height matters. This testing may reveal that the base figure is reasonable or that a lower figure is more appropriate. There may be some sites where further work indicates that a higher capacity is achievable than is currently set out. Evidencing a reasonable capacity for each site (in partnership with Historic England et al) will continue up to the publication of the Draft Plan.

1.51 As part of the preparation of the Placemaking Plan the Council is considering whether to purchase an industry standard, topographically and height accurate 3D model of the city and its buildings. This will aid the testing of site capacities by establishing reasonable height scale and massing parameters for policy making. Indicative site concept models illustrating how the identified floorspace capacity can be delivered can be 'dropped' into this accurate urban model for urban design testing. Such a process can show how the options for a site might be perceived from immediate and long distance views. If progressed, such visualisations will not be available at the start of this informal consultation period but there is an aspiration to make them available at the beginning of the new year to aid consultation responses , and on-going engagement re policymaking. Such models are regularly used by architects/planning consultancies on behalf of clients planning applications and are a useful tool.

1.52 The specific 'numbers' indicated in this section (taken from the accompanying data table) may not translate directly into actual planning policy within the Draft Placemaking Plan. This might result in a Plan that is too prescriptive. A choice needs to be made in respect to of the balance between diktat and discretion in the final policy wording. The land use mix 'numbers', if translated into Policy requirements may only be presented as being indicative, within reasonable 'tolerances', meaning that there would be some room for slightly different packages of policy compliant planning applications to come forward on each site. However, the use of the indicative numbers in this document usefully illustrates the vision for each site within a coherent spatial strategy for meeting objectively assessed needs for a range of uses. A fuller explanation of each of the three strategic options is set out in Background Paper 1. This needs to be read alongside the options document itself to aid full understanding.

Option 1

	Site Area (Ha)	Developable sqm (GIA)	OFFICE	FOOD Retail	COMP Retail	A3	HOUSING		HOTEL		CIVIC	INDUSTRIAL
			sq m	sqm	sq m	sq m	sq m	units	sq m	Beds	sqm	sqm
Cattlemarket		5,500	2,500	0	500	500	2,000	23	0	0	0	0
Manvers Street		23,500	9,000	0	1,000	1,000	6,500	74	6,000	173	0	0
Bath Quays North		36,000	19,500	0	0	2,000	6,000	69	8,000	231	500	0
City College		0	0	0	0	0	0	0	0	0	0	0
Kingsmead House		*10,500*	*0*	*0*	*0*	*0*	*0*	*0*	*10,500*	*177*	*0*	0
Kingsmead House Losses		*-4,500*	*-4,500*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Premier Inn		*2,845*	*0*	*0*	*0*	*0*	*0*	*0*	*2,845*	*107*	*0*	0
Premier Inn Losses		*-1,240*	*0*	*0*	*-1,240*	*0*	*0*	*0*	*0*	*0*	*0*	0
Gainsborough Hotel		*7,300*	*0*	*0*	*0*	*0*	*0*	*0*	*7,300*	*90*	*0*	0
Sawclose		*2,555*	*0*	*0*	*0*	*0*	*0*	*0*	*2,555*	*74*	*0*	0
South Quays New Build		18,000	14,000	0	0	1,000	3,000	34	0	0	0	0
South Quays Conversion		6,000	6,000	0	0	0	0	0	0	0	0	0
South Quays Losses		-2,875	-2,875	0	0	0	0	0	0	0	0	0
South Bank		18,500	15,500	0	0	500	2,500	29	0	0	0	0
Green Park Station West		24,500	12,000	0	3,000	500	9,000	103	0	0	0	0
Green Park Station West Losses		*-8,200*	*-2,000*	*-4,960*	*-1,240*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Sydenham Park		88,000	4,500	12,000	27,000	1,500	38,000	434	0	0	5,000	0
Sydenham Park Losses		*-14,200*	*-5,500*	*0*	*-5,300*	*0*	*0*	0	*0*	*0*	*0*	*-3,400*
Permitted Development Allowance		*0*	*-10,000*	*0*	*0*	*0*	*10,000*	114	*0*	*0*	*0*	*0*
Central Area Gross		*243,200*	*83,000*	*12,000*	*31,500*	*7,000*	*67,000*	*766*	*37,200*	*852*	*5,500*	0
Central Area Net		212,185	58,125	7,040	23,720	7,000	77,000	880	37,200	852	5,500	-3,400
Bath Press		30,000	5,000	0	0	0	7,000	80	0	0	0	18,000
Roseberry Place		17,000	5,500	0	0	0	11,500	131	0	0	0	0
Enterprise Area Gross		290,200	93,500	12,000	31,500	7,000	85,500	977	37,200	852	5,500	18,000
Enterprise Area Net		259,185	68,625	7,040	23,720	7,000	95,500	1,091	37,200	852	5,500	14,600

Option 2

	Site Area (Ha)	Developable sqm (GIA)	OFFICE	FOOD Retail	COMP Retail	A3	HOUSING		HOTEL		CIVIC	INDUSTRIAL
			sq m	sq m	sq m	sq m	sq m	units	sq m	Beds	sq m	sq m
Cattlemarket		5,500	2,500	0	500	500	2,000	23	0	0	0	0
Manvers Street		23,500	5,500	0	5,500	1,000	6,000	69	5,500	159	0	0
Bath Quays North		36,000	6,000	0	17,000	2,000	5,800	66	5,200	150	0	0
City College		0	0	0	0	0	0	0	0	0	0	0
Kingsmead House		*10,500*	*0*	*0*	*0*	*0*	*0*	*0*	*10,500*	*177*	*0*	0
Kingsmead House Losses		*-4,500*	*-4,500*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Premier Inn		*2,845*	*0*	*0*	*0*	*0*	*0*	*0*	*2,845*	*107*	*0*	0
Premier Inn Losses		*-1,240*	*0*	*0*	*-1,240*	*0*	*0*	*0*	*0*	*0*	*0*	0
Gainsborough Hotel		*7,300*	*0*	*0*	*0*	*0*	*0*	*0*	*7,300*	*90*	*0*	0
Sawclose		*2,555*	*0*	*0*	*0*	*0*	*0*	*0*	*2,555*	*74*	*0*	0
South Quays New Build		18,000	14,000	0	0	1,000	3,000	34	0	0	0	0
South Quays Conversion		6,000	6,000	0	0	0	0	0	0	0	0	0
South Quays Losses		*-2,875*	*-2,875*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
South Bank		18,500	9,000	0	0	500	9,000	103	0	0	0	0
Green Park Station West		4,000	0	800	200	0	3,000	34	0	0	0	0
Green Park Station West Losses		*-2,000*	*-2,000*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Sydenham Park		78,000	35,000	0	6,500	1,500	30,000	343	0	0	5,000	0
Sydenham Park Losses		*-16,200*	*-5,500*	*0*	*-7,300*	*0*	*0*	*0*	*0*	*0*	*0*	*-3,400*
Permitted Development Allowance		*0*	*-10,000*	*0*	*0*	*0*	*10,000*	*114*	*0*	*0*	*0*	*0*
Central Area Gross		212,700	78,000	800	29,700	6,500	58,800	672	33,900	757	5,000	0
Central Area Net		185,885	53,125	800	21,160	6,500	68,800	786	33,900	757	5,000	-3,400
Bath Press		20,000	3,000	0	0	0	17,000	194	0	0	0	0
Roseberry Place		17,000	5,500	0	0	0	11,500	131	0	0	0	0
Total Gross		249,700	86,500	800	29,700	6,500	87,300	998	33,900	757	5,000	0
Total Net		222,885	61,625	800	21,160	6,500	97,300	1,112	33,900	757	5,000	-3,400

Option 3

	Site Area (Ha)	Developable sqm (GIA)	OFFICE	FOOD Retail	COMP Retail	A3	HOUSING		HOTEL		CIVIC	B1(c)
			sq m	sq m	sq m	sq m	sq m	units	sq m	Beds	sq m	sq m
Cattlemarket		16,500	3,750	0	1,000	750	5,500	63	5,500	159	0	0
Cattlemarket losses		*-5,500*	*0*	*0*	*0*	*0*	*0*	0	*-5,500*	*-159*	*0*	*0*
Manvers Street		23,500	7,500	0	2,500	1,000	7,000	80	5,500	159	0	0
Bath Quays North		36,000	12,000	0	8,000	1,000	10,000	114	5,000	145	0	0
City College		20,000	0	0	4,000	0	2,000	23	0	0	14,000	
Kingsmead House		10,500	0	0	0	0	0	0	10,500	*177*	*0*	0
Kingsmead House Losses		-4,500	-4,500	0	0	0	0	0	0	*0*	*0*	0
Premier Inn		*2,845*	*0*	*0*	*0*	*0*	*0*	0	*2,845*	*107*	*0*	0
Premier Inn Losses		*1,240*	*0*	*0*	*1,240*	*0*	*0*	0	*0*	*0*	*0*	0
Gainsborough Hotel		*7,300*	*0*	*0*	*0*	*0*	*0*	0	*7,300*	*90*	*0*	0
Sawclose Casino/Hotel/A3		*2,555*	*0*	*0*	*0*	*0*	*0*	0	*2,555*	*74*	*0*	0
South Quays New Build		18,000	12,000	0	0	1,000	5,000	57	0	0	0	0
South Quays Conversion		6,000	3,000	0	0	0	3,000	34	0	0	0	0
South Quays Losses		-2,875	-2,875	0	0	0	0	0	0	0	0	0
South Bank		8,000	4,000	0	0	0	4,000	46	0	0	0	0
Green Park Station West		1,000	0	800	200	0	0	0	0	0	0	0
Green Park Station West Losses		*-2,000*	*-2,000*	*0*	*0*	*0*	*0*	0	*0*	*0*	*0*	*0*
Sydenham Park		78,000	22,000	0	6,500	1,500	43,000	491	0	0	5,000	0
Sydenham Park Losses		*-16,200*	*-5,500*	*0*	*-7,300*	*0*	*0*	0	*0*	*0*	*0*	*-3,400*
Permitted Development Allowance		*-10,000*	*-10,000*	*0*	*0*	*0*	*0*	0	*0*	*0*	*0*	*0*
Central Area Gross		230,200	64,250	800	22,200	5,250	79,500	909	39,200	910	19,000	0
Central Area Net		190,365	39,375	800	16,140	5,250	79,500	909	33,700	751	19,000	-3,400
Bath Press		20,000	3,000	0	0	0	17,000	194	0	0	0	0
Roseberry Place		17,000	5,500	0	0	0	11,500	131	0	0	0	0
Enterprise Area Gross		267,200	72,750	800	22,200	5,250	108,000	1,234	39,200	910	19,000	0
Enterprise Area Net		227,365	47,875	800	16,140	5,250	108,000	1,234	33,700	751	19,000	-3,400

Walcot Street / Cattlemarket Site



Cattlemarket, Cornmarket & Hilton Hotel

Context

1.53 Located on a key route into and out of the city centre, the Cornmarket the Cattlemarket site, and potentially at some point in the future, the Hilton Hotel, provide significant opportunities to remodel the fabric of this area, providing a more engaging experience that links the upper part of Walcot Street to the city centre. All sites have a river and street frontage and there key features are as follows:

- **Cornmarket:** Listed, two storey former Cornmarket Building, currently vacant, poor structural condition.
- **Cattlemarket:** Long used as a surface level car park, with market use on Saturday's. River frontage, vaults underneath a quarter of the site, these are used by SAC bats; archaeologically significant, likely contamination and structural issues. The site sits at a key ecological node (double vegetated banks through to Bathampton –key section of dark habitat corridor).
- **Hilton Hotel:** Building of poor aesthetic quality with negative relationship to context. Potential future opportunity for redevelopment or remodelling.

Vision

1.54 For many years, this site has been an eyesore in this part of the city centre street scene. The site benefits greatly from the vibrancy of the weekly Saturday market and by the expansive views over the river

towards the trees and hillsides to the east. There is also much footfall from pedestrians coming into the city centre from the east.

1.55 The imaginative re-use of this site provides a long overdue opportunity to repair the gap in one of Bath's most diverse and visually distinct streets. Development that integrates with the historic environment, and makes an exceptional and unconventional responsive to a challenging and complex site, including the repair and re-use of the Cornmarket building and the network of vaults that overlook the river would be welcomed.

1.56 Walcot Street well known for its vibrant mix of small scale, independent businesses, which contribute so much to the appeal and identity of this part of the city. The development of this site provides the opportunity to add to this diversity, and provide a mix of business space to support the growth of this important sector. Reference should be made to the Council's Supplementary Planning Document, ' Walcot Street Works'.

1.57 The historical and ecological interests should drive the form, detail and function of the site.

Emerging Development and Design Principles

1.58 Development will be expected to:

1. Provide a fine grained, mix of uses that reflect the diverse and varied nature of Walcot Street, containing units of varied size and tenure. This is to comprise as a minimum:
    a. Smaller scale retail spaces targeted at independent traders to reinforce the existing character of Walcot Street; OPTION – or larger retail spaces targeted at businesses that support the retail and business character of Walcot Street.
    b. Separate B1 (office/workshop) spaces
    c. A3 food and drink uses, including opportunity for outdoor eating (which may be particularly suited to the Cornmarket building and vaults)
    d. A residential element, to include affordable housing.
    e. Other city centre uses that contribute to the rich mix of uses on the site.
2. Repair the broken street frontage of Walcot Street by re-establishing the historic building line. Behind this street frontage, developers are invited to provide an engaging and varied architectural response, that enhances the diverse built character and riverside setting of the area.
3. The frontage building onto Walcot Street should be flanked by two streets, one adjacent to the Cornmarket building, and the other adjacent to the Hilton Hotel. The later should provide for revised egress from the Podium multi-storey car park, and where feasible, service access to and from Waitrose. The streets will provide views of the river corridor and the hillsides beyond, and pedestrian access to the riverside walkway. This will improve legibility and maintain and enhance the sites relationship with the river.
4. Undertake associated public realm works to Walcot Street and the public realm within the site in accordance with the Bath Pattern Book.
5. Development should not detract from important views over the site. An analysis of viewpoints is required to enable an appropriate response, and to influence the height, massing and orientation of buildings. The Bath Building Heights Strategy should be used as part of the evidence base for this analysis. This identifies this site as being within zone 1 – the Georgian City, and recommends that for new development 'the overall height should not be less than or exceed the overall prevailing height of

nearby Georgian buildings.' Note that this is a recommendation for the general height only and is subject to modifiers.

6. Conserve and retain the whole of the Cornmarket Building, and provide a public space adjacent to it. This public space should relate to, and interact with the ground floor of the Cornmarket building and uses within, and have a positive but sensitive relationship with the vaults beneath part of the Cattlemarket Site, and with the river corridor.
7. Embrace the existing function of the vaults as a bat roost, and deliver imaginative and compatible re-use of the vaults associated with the site, wherever practicable.
8. Have full regard to the impact of development on important longer distance views of the area from within the World Heritage Site, on locally cherished views in the Conservation Area, including of the river corridor, and from Walcot Street to the river and the hillsides beyond.
9. Explore opportunities to facilitate the redevelopment or remodelling of the adjacent Hilton hotel site within a comprehensive redevelopment proposal.
10. Restore and enhance the biodiversity value of the river and the river edge by retaining and enhancing the green edge to the riverside, ensuring the provision of a d*ark corridor to the river to enhance conditions for bats.*
11. Provide improved pedestrian and visual links to the river. Provision should be made to improve and connect the existing riverside walkway, enabling the provision of a continuous riverside walkway from Pulteney Bridge northwards. This will require sensitive and appropriate lighting solutions to retain the existing dark corridor.
12. The potential of a new pedestrian and cycling bridge over the River Avon to provide additional choice of routes through the city should be explored.
13. Car parking requirements. Either:
    a. operational minimum;
    b. minimum parking standards required to meet the needs of the new development; or
    c. provision of additional public car parking.

Land Use Options

1.59 These are presented within the context of three strategic options for the Central Area. Each option is part of a distinctive package for the Central Area. These packages and the role of sites within them are explained in appendix x

1.60 Options 1 and 2 relate solely to development on the Cattlemarket and Cornmarket. Option 3 includes the Hilton hotel as a site, with the current hotel replaced on the Cattlemarket. Figures are in sq.m GIA.

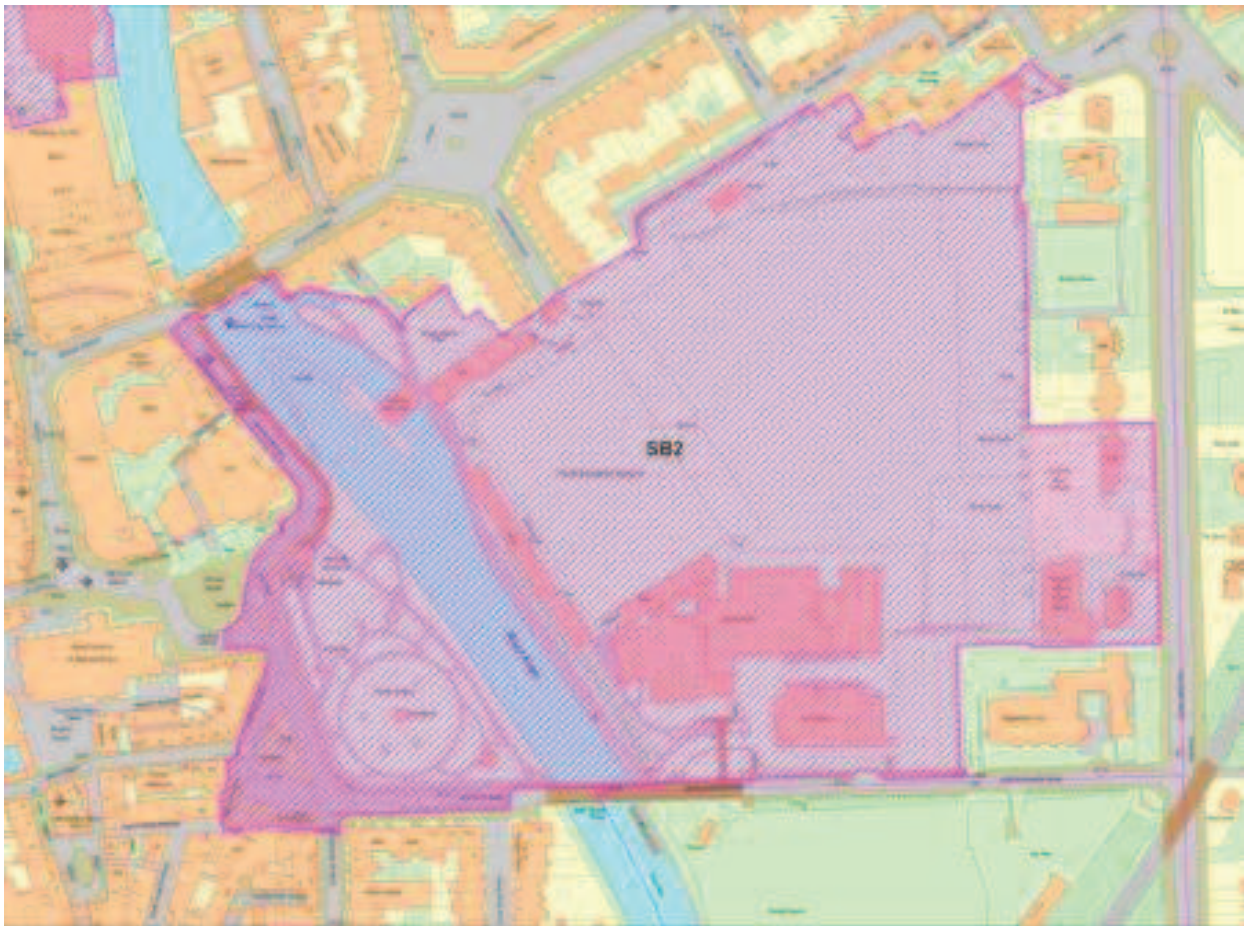
	Options 1 and 2	**Option 3**	**Option 4**
Site Capacity	**5,500 sqm**	**16,500 sqm**	No allocation/ Do nothing retain as car park/hotel with Saturday market use
B1 Office	2,500 sqm	3,750 sqm	
C3 Housing	2,000 sqm*	5,500 sqm	
A1/A3 retail	1,000 sqm #	1,750 m2#	
Replacement Hotel	0 sqm	5,500 sqm	

***** Within Options 1 and 2 proposals that instead sought to utilise not more than half the residential space as B1 office use would also be acceptable.

Proposals for 100% retail schemes that occupied the full floorspace capacity of the site will also be acceptable in-principle instead of the mix presented here.

Within Option 1 and 2 there shall be about 2,700 sqm of basement parking on the Cattlemarket site. Within Option 3 the Podium car park will remain and there will be about 2,700 m2 of basement parking on the Cattlemarket site.

Central Riverside & Recreation Ground



Context

1.61 The Core Strategy sets out the context for this issue.

Vision

1.62 This area, comprising the natural environment of the river corridor and the green spaces associated with it, can be characterised as a sharp contrast and relief to the busy, urban character of the city centre. It is approached from many directions and affords many spectacular views including the notable views from Grand Parade over the river corridor to Widcombe and the green hillsides beyond, from North Parade Bridge to Pulteney Bridge and from the river walk and Recreation Ground to the Abbey. The iconic view of the formal Pulteney Bridge with the wild river running beneath is a dramatic example of the contrast between the built and natural environments that is one of the city's defining characteristics.

1.63 There is an opportunity to emphasise this contrast with the city centre, reinforcing the healthy tension between the built and natural environment. There are opportunities to improve the visual and physical connectivity through the streets and spaces of Terrace Walk, Orange Grove and Grand Parade into Parade Gardens, to improve existing links from Pulteney Bridge and North Parade Bridge to the riverside path on the east side. These will be encouraged provided they protect and enhance the Outstanding Universal Value of the World Heritage Site.

1.64 The aspirations and requirements include the following:

- The creation of a green heart to the city, with the river in its centre, as a forum for leisure, recreation, wildlife, entertainment and culture;
- A 21st century interpretation of the historic 'pleasure garden' role of Harrisons Walks;
- An inspirational setting for the development of a new sporting, cultural and leisure stadium (as established in the Core Strategy);
- Safeguarding valued assets and attributes including key views;
- To enhance and improve relationships and connections with fragmented individual sports areas and more intensive uses
- To potentially include a broader range of leisure facilities to meet identified need, for example ten pin bowling, skate park etc.
- Relocation of the coach parking
- Provision of enhanced green infrastructure and enhanced biodiversity of the riverside

Emerging Development and Design Principles

Riverside West (Parade Gardens, Terrace Walk, Orange Grove, Grand Parade)

1. Enable the reuse of current voids with appropriate city centre uses underneath Grand Parade and Terrace Walk, providing opportunities for better access to the riverside, with enhanced access to and activity in Parade Gardens.
2. Improve accessibility to the river edge from Parade Gardens whilst enhancing the view corridor to Pulteney Bridge and the river itself.
3. Connect Terrace Walk to Slippery Lane with low level footway along colonnade
4. Provide connection through from Terrace Walk to Parade Gardens, with a potential new building in front of Terrace Walk.
5. Maintain open views from Grand Parade, Orange Grove and Terrace Walk to the hillsides beyond.

The River

1. The potential removal of the radial gate provides an opportunity to improve the ecological function of the river.
2. Protect existing and provide for improved habitats along the river edge for increased biodiversity.
3. Lighting at this location needs to be SMART and designed to improved ecological function of river corridor.

Riverside East (The Rec, including Bath Rugby Club, Bath Sports and Leisure Centre, the Pavilion etc.)

1. The green and well treed character of the eastern side of the river corridor should be conserved and enhanced.
2. Enhance and intensify and connect leisure offer i.e. individual sports
3. OPTION – Subject to discussions with landowners, there is the potential to explore options for car and/or coach parking in this area or on adjacent sites such as the former St Johns School site and/or the Cricket Club
4. Improve access to rugby stadium
5. Provide opportunity for the leisure centre to be redeveloped
6. Permanent stadium

Measures should also be introduced that enhance Green Infrastructure, including the biodiversity of the river, and provision of habitats for important species. It is requirement for a biodiversity study to be commissioned to inform the development of the site.

Development Options

None identified

Manvers Street



Car Park, Police Station and Post Office sites

Context

1.65 This area comprises a number of sites extending from the Grade 1 listed South Parade towards the Bath Spa Railway Station, and sandwiched between Manvers Street and the river. It is part of the Enterprise Area, and forms the setting for the Grade 2* listed St John's Church, and contains the listed Old Post Office Sorting Office. The wider area contains other listed buildings such as Bayntum's Bookshop, Manvers Street Baptist Church,

1.66 It is an area in very close proximity to the train and bus station, and Manvers Street is a key pedestrian route and entrance into the city.

1.67 There are a number of poorly designed buildings and spaces that detract from the image and identity of the area.

Vision

- Mixed used development; providing a new commercial quarter for the city that optimises the very close relationship to the public transport interchange.

- Development must help to positively transform Bath's reputation and express the city's commitment for delivering its vision. The development must appeal to the target economy, as identified in the Economic Strategy.
- A significant new public space, that:
  - Creates a new destination for the general public;
  - Showcases the architectural significance of South Parade to Bath on a key arrival route into the city;
  - Respects and maintains the important setting of South Parade and its relationship with the landscape beyond, including Prior Park and Beechen Cliff.
  - Provides an impressive setting for St John's Church
  - Enhances value of adjacent buildings, and influences proposed uses adjacent to the space
- Buildings should mend the broken townscape rather than be 'landmark' buildings; simplicity of plan layout and development form are therefore key principles.
- There should be improved access and habitat enhancements to the riverside environment.

Emerging Development and Design Principles

1. A varied, mixed use economic development-led area reflecting the diverse and fine grained buildings within of the city centre.
   OPTION: Could this site be appropriate for a larger office development, should the economic development opportunity arise?
2. The urban design/architectural approach should respond to the variety of contexts within the site:
   a) Development must respond to the setting of South Parade, including its relationship to Beechen Cliff and Prior Park, and to the setting of St John's Church. This will result in a public space being formed in front of South Parade, and will inform the design and arrangement of buildings on the site in order to maintain these views. There are opportunities, subject to archaeological considerations and any risks to the Bath Hot Springs, for below ground level development and/or low height pavilion buildings on the existing Manvers Street Car Park.
   b) Fronting Manvers Street and South Parade: The priority is to mend the importance and usability of Manvers Street as a major connecting route by improving the pedestrian experience of the street and creating new development blocks that add to the character and grain of this part of the city centre. This is likely to lend itself to buildings that tend to be more formal or regular, based on an ethos of simplicity and pared back design, reflecting, but not mimicking the design ethos of John Wood's Parades. There is also scope for exceptional individual buildings to add to the architectural variety that already exists in the street such as Bayntum's and Manvers Street Baptist Church. Active uses should front onto at least Manvers Street and the new public space.
   c) Within the site and facing the river and railway line there is the capacity for a contrast of architectural expression, with a strong potential for a different approach to appeal to different users/occupiers. This needs to be within the confines of the dominant building height of South Parade, and creating a positive response to the townscape and public realm.
3. The design of the development, in particular its roofscape must be sensitive to its prominence when seen from Beechen Cliff and from other surrounding hillsides.
4. The building height of South Parade, and the relationship of South Parade to the wider landscape, will strongly influence the position of buildings and the appropriate building heights. Development should not detract from important views over the site. An analysis of viewpoints is required to enable an appropriate response, and to influence the height, massing and orientation of buildings. The Bath Building Heights Strategy should be used as part of the evidence base for this analysis. This identifies this site as being within zone 1 – the Georgian City, and recommends that for new development 'the

overall height should not be less than or exceed the overall prevailing height of nearby Georgian buildings.' Note that this is a recommendation for the general height only and is subject to modifiers.

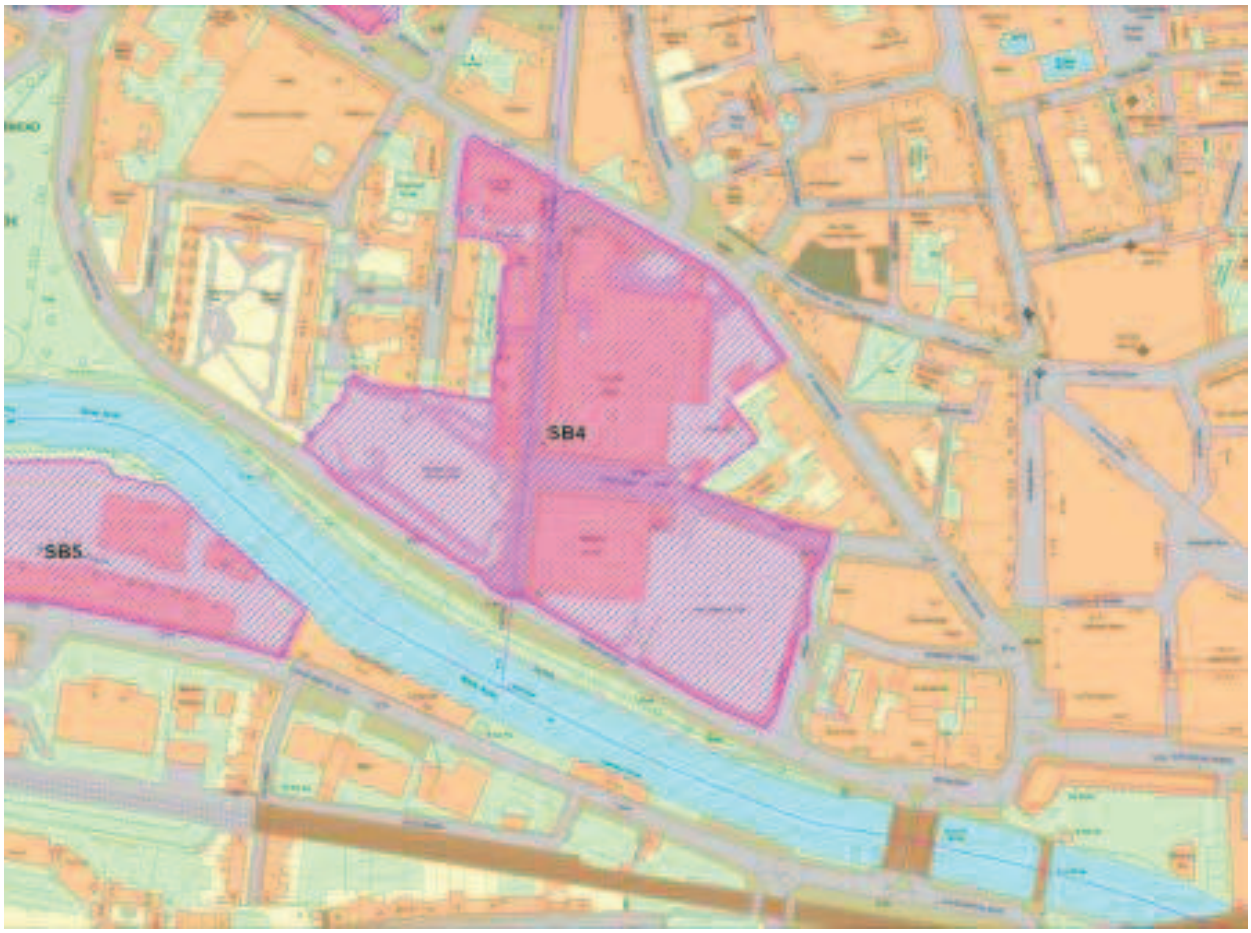
5. Bath stone should be the dominant building material in the area to respond to the homogeneity of the city centre.
6. A north-south street must be provided that is aligned to Duke Street and carried through the site to Railway Place. To improve circulation and access this is to be designed as a shared space that also potentially allows limited vehicular access to the Railway Station.
7. An east-west axis should be provided that connects the current Royal Mail route from Manvers Street to the riverside to improve visual and physical connections to the river edge.
8. A new pedestrian and cyclist bridge, possibly physically connected to the existing railway bridge (St James's Bridge), should be considered that connects this site with the residential community beyond.
9. Secondary (more intimate) public spaces/streets within the site, particularly on the riverside.
10. The design of the streets and spaces associated with the development is to respond to the Bath Pattern Book, and will be implemented by the developers of the sites.
11. Measures should be introduced that enhance Green Infrastructure, taking into account the potential of extending and creating new green infrastructure networks, including measures to restore and enhance the biodiversity value of the river and the river edge, a dark corridor for bats. It is requirement for a biodiversity study to be commissioned to inform the development of the site.
12. Car parking related to development will be limited to disability users only/ minimal/operational needs. This needs to be tested/confirmed through the transport strategy work and assessment of potential public car parking locations to be retained in the city centre.

Development Options

1.68 These are presented within the context of three strategic options for the Central Area. Each option is part of a distinctive package for the Central Area. The rationale for each option and the role of this site within it is explained in appendix X. All options anticipate the development of about 24,000 sqm of above ground floorspace with 8,700 sqm of basement parking. Figures are in sqm GIA

	Option 1	Option 2a	Option 3	Option 4
Site Capacity	**23,500**	**23,500**	**23,500**	Retain as parking, office and distribution
B1 Office	9,000	5,500	7,500	
A1	1,000	5,500	2,500	
A3	1,000	1,000	1,000	
D1 Hotel	6,000	5,500	5,500	
C3 Housing	6,500	6,000	7,000	

North Quays



Car Park and Coach Park sites (and for Option 3 the City College)

Context

1.69 This area is in a central location, with an enviable river frontage, overlooking the former wharf buildings and the striking backdrop of Beechen Cliff. Currently used as the Avon Street car park, the coach park, and adjacent to the City of .Bath College, it is fragmented from the city's core and currently fails to make the most of the assets in the area.

1.70 Affecting this site is a current planning application for the Bath Quays Waterside project which will implement significant changes to the context of this site. In summary it will:

- Provide the flood mitigation to enable the redevelopment of the Bath Quays and Manvers Street sites.
- Significantly widen the north bank to up to 15m wide at the lower tow-path level between Churchill Bridge and Green Park to move water through this area more quickly in flood conditions. This would require that Green Park Road is diverted away from the riverside northwards to link up with Corn Street creating the major opportunity to open up the riverside to the city.
- Remove trees along the southern verge of Green Park Road and along the new road alignment and replace them with new planting. There are currently no plans to alter Green Park itself, other than some landscape improvements at the river's edge.
- Install new flood walls and raise existing river walls on the south side of the river between Churchill Bridge and Midland Bridge.
- Improving flood defences on existing buildings fronting onto the river along the Lower Bristol Road.

Vision

1.71 A new mixed use quarter that expands the city centre and connects the heart of the city to a vibrant and remodelled riverside environment, that respect the sensitivity of its wider urban context. Its proximity to the city centre, its backdrop and south facing orientation make this one of the most exciting riverside regeneration opportunities in the central area.

1.72 A key requirement for the Bath Quays North area is for it to be stitched back into of the city centre. It will form part of an expanded central area with the social, cultural and economic activity and ambience that this entails. It will provide a pedestrian dominant environment that connects directly through to the riverside edge and beyond to the surrounding communities via a beautiful new pedestrian and cycling bridge. To achieve this effectively requires skilful placeshaping, to create the conditions for its regeneration and its successful operation as part of an expanded centre.

Emerging Development and Design Principles

1.73 The following development and design principles are proposed to achieve a development or series of developments that is seen as part of an expanded city centre, one that extends and responds to the core characteristics of the city centre.

1. The development of this area must comprise of mixed use buildings. To successfully integrate into city centre, the developments must also accommodate other city centre uses, particularly on the ground floors to ensure an active frontage. There is the potential for this area to accommodate an expanded retail offer, and this will be considered in the options below.
2. Development will generally be fine grained, reflecting the dominant characteristics of the wider city centre, including a mix of tenures and ownerships. This means that development will need to host a wide range of businesses, a rich mix of uses, and a high degree of plot division within development blocks. The number of entrances onto streets must be maximised to create an active, human scale public realm. This is in contrast to the larger format buildings in the immediate vicinity of the site, which typically contrast with these characteristics of the city centre.
3. The network of streets and spaces in the area should be experienced as a natural extension of the city centre. They should be legible, pedestrian friendly, directly connected to the river and aligned to enjoy views of the hillsides beyond. Therefore a new street pattern is to be established that is orientated to connect the existing streets (Avon Street, Milk Street) and spaces (St James's Rampire (an historic viewing point in medieval Bath)) within the city centre directly to the riverside (north to south). The number of streets through the site on the east to west axis is to be maximised to provide a pedestrian friendly environment whilst enabling appropriately sized development blocks. Development must have a positive relationship with the adjacent public realm at ground floor level, especially on key routes through the area.
4. The creation of an enhanced riverside environment associated with the implementation of flood conveyance measures provides the context and the opportunity for development to make this into a key city centre destination. Imaginative responses that integrate, and contrast, the qualities of the natural environment with the built will be anticipated, including opportunities to enhance biodiversity habitats and connections by linking the river bank and flood defence scheme with Green Park. The lighting of buildings and the associated public realm will be a key consideration in relation to bats.
5. A beautiful new foot and cycle bridge, of exemplary design and as a defining object within the area, is to be provided over the river to connect an expanded city centre with the South Quays development and to the significant residential communities to the south.

6. The design treatment of streets and spaces in the area is to respond to the relevant typology provided in the Bath Pattern Book, and will be implemented by the developer/s.
7. Development should not detract from important views over the site. An analysis of viewpoints is required to enable an appropriate response, and to influence the height, massing and orientation of buildings. The Bath Building Heights Strategy should be used as part of the evidence base for this analysis. This identifies this site as being within zone 1 – the Georgian City, and recommends that for new development 'the overall height should not be less than or exceed the overall prevailing height of nearby Georgian buildings.' Note that this is a recommendation for the general height only and is subject to modifiers.
8. The design of the development, in particular its roofscape must be sensitive to its prominence when seen from Beechen Cliff and from other surrounding hillsides.
9. Within the requirement of the area to be an extension of the city centre, the architecture of new developments should seek to define a confident and contemporary identity for this area, one that responds to the existing varied architectural character of adjacent sites and to appeal to the needs and aspirations of the target business sector for this part of the Enterprise Area. However, the design of buildings will also need to respond to the wider context of Bath as a World Heritage Site.
10. Car parking – what parking standards should apply to new development? Is there a requirement for the retention of some public car parking on this site?
11. Coach drop off be provided as either an interim measure, or as part of the redevelopment of the wider area.

Design Options

1. The Masterplan proposes that development of this site should comprise of 'buildings planted within the landscape', emphasising and extending the green characteristics of the riverside environment, 'creating a new architectural identity to the riverside' and 'creating a distinctive and contemporary expansion of the city centre'. A consequence of this approach is that development is read more as a part of the river environment rather than taking its cues from the characteristics of the city centre. Is this option more appropriate than the alternative described above?
2. A further approach relates to the opportunity that this area might present to accommodate larger format office development, one that would be in contrast to the fine grained development of the city centre. The economic benefits of a larger format office development could be very significant for the city, but at what cost to the urban grain. How important is this, and should the Placemaking Plan allow development of this kind?

Development Options

1.74 These are presented within the context of three strategic options for the Central Area. Each option is part of a distinctive package for the Central Area. The rationale is explained in appendix x. Options 1&2 anticipate the development of about 36,000 sqm of above ground floorspace on the car and coach park areas, with 11,300 sqm of basement parking. Option 3 incorporates the concept a redeveloped City College site to incorporate retailing at ground floor level in addition to replacement educational buildings. It therefore anticipates 56,000 sqm of above ground development and 11,300 sqm of basement parking.

	Option 1	Option 2a	Option 3	Option 3 CC	Option 4
Site Capacity	**36,000**	**36,000**	**36,000**	**20,000**	Retain as car park and coach park
B1 Office	19,500	6,000	12,000	0	
A1	0	17,000	7,500	4,000	
A3	2,000	2,000	1,500	0	
D1 Hotel	8,000	5,200	5,000	0	
C3 Housing	6,000	6,000	10,000	2,000	
Civic/Edu	500	0	0	14,000	

South Quays & Riverside Court



Stothert & Pitt and Riverside Business Park sites

Context

1.75 Lying just beyond the Bath City Centre, the area is bordered by the River Avon to the north and the Lower Bristol Road to the south. It forms an important part of the wider city landscape context and allows important views through and over the site from all directions. The immediate context of Bath Quays South area is made up of a variety of buildings and built forms. Typically of large scale, massing and at a range of heights, these buildings now contain a broad mix of businesses, at a range of sizes. Beyond the site to the south, lie the residential areas of Oldfield Park, Holloway, and Bear Flat.

1.76 Buildings in the vicinity tend to form bold relationships with their surroundings; butting up to the river's edge, and forming a strong edge along the Lower Bristol Road. Many of these represent an important part of Bath's industrial heritage, notably Stothert & Pitt, contrasting with the city's more widely known collection of Georgian buildings.

1.77 The landscape treatment of the river edge in this location is an area of contrast, from the soft landscape edge to the riverside, changing to a hard edge formed by a series of buildings and walls.

1.78 The Riverside Court development is a late 20th century office building hosting a variety of business. There may be the potential for this site to be redeveloped within the plan period and so the Placemaking Plan proposes a series of principles that would be relevant.

Vision

1.79 This variety of architecturally bold and robust buildings is unusual in Bath and should inform the architectural response to new buildings on the site. Imaginative, contemporary architecture should

contrast with the sensitive conservation of historic buildings and public realm, to create a mix of new build and remodelled historic buildings that can reflect the spirit of innovation that the site is historically associated with.

1.80 Bath Quays South provides an important opportunity to create new pedestrian and cycling routes through the site, connecting the residential neighbourhoods to the south to the city centre via a beautiful new pedestrian and cycling bridge.

1.81 Development proposals must respond positively to the river frontage, reinforcing the importance of the tree lined river corridor for enhancing the biodiversity value of the area and its contribution to wider cityscape views.

Emerging Development and Design Principles

Bath Quays South

1. Facilitate the development of a new high quality mixed use scheme. It is envisaged that this will comprise of a mix of different types of office space, including a significant proportion targeted at the creative industries. This will be complemented by other uses to animate the area throughout the evening and weekends, including an element of residential uses to enable delivery
2. In response to the context of the site, it is important that new and refurbished buildings and associated landscape treatment create a strong visual and cultural identity to ensure the commercial success of the development. The overall built form should be varied to reinforce the existing built context, and enhance wider cityscape and views along the river.
3. The conservation of the historic buildings, public realm and other industrial heritage on the site should be influenced by an appropriate assessment of their historic, cultural and architectural value.
4. Given the character of the site, it is anticipated that the riverside building on the eastern extremity of the site (whether new or refurbished) will present a bold frontage to the river and provide an engaging experience for users passing through the site. Further west, where the site is wider, development will be required to be set back from the river edge in order to accommodate highly visible tree planting that extends the existing green edge to the riverside.
5. Development should not detract from important views over the site e.g. from Wells Road towards the Royal Crescent, and looking south, towards the backdrop of Beechen Cliff. An analysis of viewpoints is required to enable an appropriate response, and to influence the height, massing and orientation of buildings. The Bath Building Heights Strategy should be used as part of the evidence base for this analysis. This 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'. Note that this is a recommendation for the general height only and is subject to modifiers.
6. The design of the development, in particular its roofscape must be sensitive to its prominence when seen from Beechen Cliff and from other surrounding hillsides.
7. A new bridge should be commissioned that embodies innovative design and technologies whilst being a beautiful addition to Bath's cityscape. It is to be located and orientated to optimise pedestrian and cyclist movement from neighbouring communities to the city centre, including the bus and railway stations. To achieve this, it needs to be located at the eastern end of the site and orientated towards

the north east. It will serve to better connect, physically and psychologically, the development site in to an expanded city centre.

8. There should be a publicly accessible pedestrian and cycling route providing safe access through the site, connecting the bridge to the residential communities to the south. Additional pedestrian, cycling and vehicular access points onto the Lower Bristol Road should be provided wherever practical, and in response to historic buildings and the character of the area. There should be pedestrian access to the riverside, and preferably along the river's edge.
9. Materials, design and specification of the public realm must respond to the historic assets, character and context of the site, and be in accordance with the Bath Pattern Book. It is envisaged that the public realm will predominantly be a hard landscape, utilising sustainable urban drainage.
10. Measures should be introduced that enhance Green Infrastructure, taking into account the potential of extending green infrastructure networks, including measures to restore and enhance biodiversity value of the river and the river edge, including the retention of a dark corridor for bats. It is requirement for a biodiversity study to be commissioned to inform the development of the site. This should include an assessment of the impact of lighting.
11. Car parking on the site should be limited to operational requirements and should have minimal impact. OPTION – car parking requirements may need to be higher to accommodate potential office occupier demand for more car parking spaces.

Riverside Court

1. The potential redevelopment of Riverside Court should comprise of a mix of uses, including B1 office development.

Land Use Options

1.82 These are presented within the context of three strategic options for the Central Area. Each option is part of a distinctive package for the Central Area. The rationale is explained in appendix x. All options anticipate the development of about 18,000 sqm of above ground new build floorspace, 6,000 sqm of converted floorspace. This area is not seen as being a potential A1 retail location.

	Option 1	Option 2	Option 3
Site Capacity	**24,000**	**24,000**	**24,000**
B1 Office	20,000	20,000	15,000
A1	0	0	0
A3	1,000	1,000	1,000
D1 Hotel	0	0	0
C3 Housing	3,000	3,000	8,000

South Bank



Car Dealerships and Travis Perkins sites

Context

1.83 Situated to the South of Green Park between the Lower Bristol Road, Midland Bridge Road, this area comprises car showrooms and the Travis Perkins Builders Yard, valuable functions within the city. The site is immediately to the east of the South Quays site and to the east of the proposed Sydenham Park.

Vision

1.84 Whilst the retention of these types of businesses within the city are important considerations, there are opportunities for this area to host a series of employment based mixed use developments that optimise their riverside location and position on the edges of Bath's Central Area.

1.85 The green edge to the riverside is an important asset to the city and will need to be protected and enhanced.

Emerging Development and Design Principles

1. Mixed use, with a significant proportion of employment space. The retention of the existing business spaces should be sought in any redevelopment proposals.

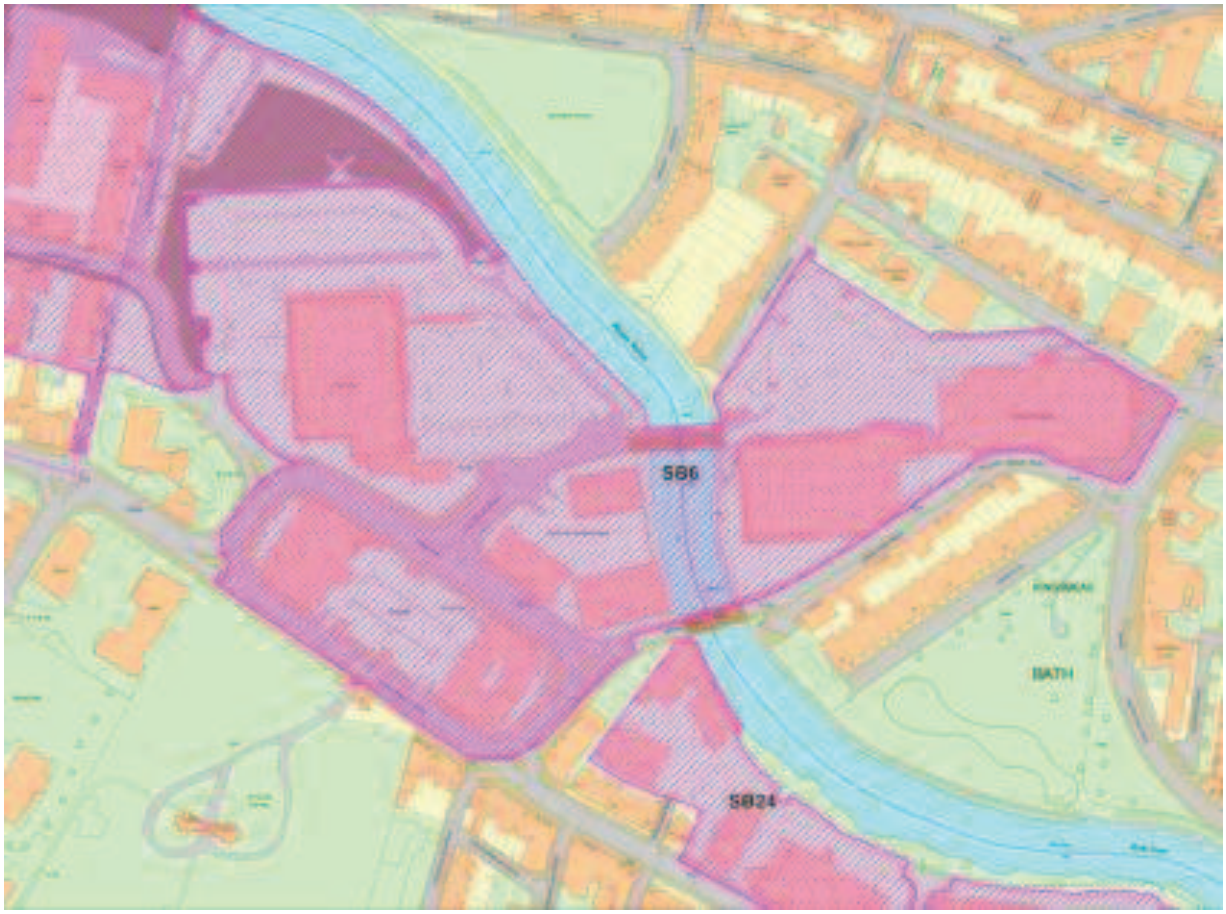
2. An analysis of viewpoints is required to enable an appropriate response, and to influence the height, massing and orientation of buildings. The Bath Building Heights Strategy should be used as part of the evidence base for this analysis. This identifies this site as being within zone 3 – the Valley 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'. Note that this is a recommendation for the general height only and is subject to modifiers.
3. The design of the development, in particular its roofscape must be sensitive to its prominence when seen from Beechen Cliff and from other surrounding hillsides.
4. Measures to restore and enhance the landscape and biodiversity value of the river and the river edge, including the retention of a dark corridor for bats are required. A biodiversity study is to be commissioned by developers to inform the development of the site. This should include an assessment of the impact of lighting.
5. There should be public access to the riverside.

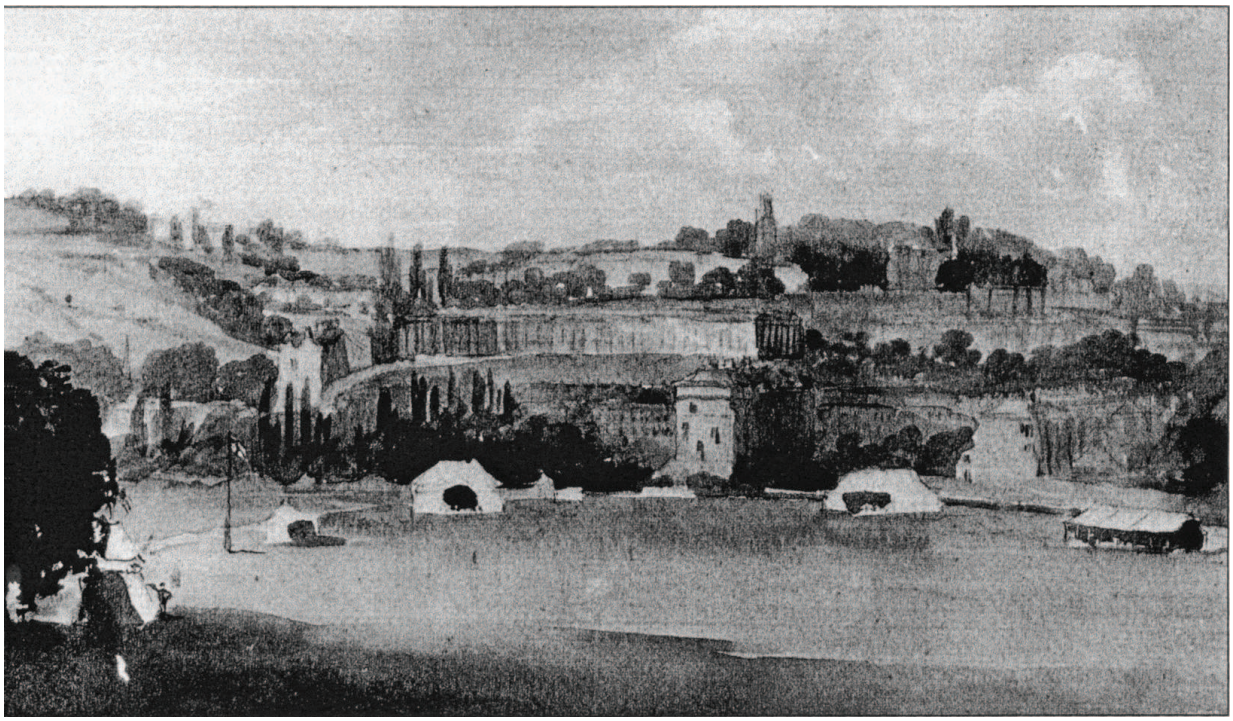
Development Options

1.86 These are presented within the context of three strategic options for the Central Area. Each option is part of a distinctive package for the Central Area. The rationale is explained in appendix x All options anticipate the development of about 18,500 sqm of above ground floorspace with 7,000 sqm of basement parking.

	Option 1	Option 2	Option 3
Site Capacity	**18,500**	**18,500**	**8,000**
B1 Office	15,500	9,000	Exiting uses remain on site with a broadly even mix of housing (4,000) and office space (4,000) above.
A1/Sui generis	0	0	
A3	500	500	
D1 Hotel	0	0	
C3 Housing	2,500	9,000	

Green Park Station West & Sydenham Park





Above: The Sydenham Cricket Ground looking north, from a water-colour by Nicholas 'Felix' Wanostrocht, a noted member of the All-England team who played here in the mid-19th century.

Context

1.87 This area comprises

- **Green Park Station West:**
  - Green Park Station, the units facing James Street West, Sainsbury's

- **Sydenham Park*:**
  - Bath Riverside East: Homebase its car park and overflow Sainsbury car park
  - Pinesway: Pinesgate offices and the associated road gyratory
  - Pinesway Industrial Estate

- *A note on the name: An historical study was commissioned into this area which identified an area called Sydenham Meadow, where the 'Sydenham Cricket Ground' was located and on which one of the world's most famous cricketers, W.G. Grace, played several times. The name 'Sydenham Park' is proposed to capture that area currently occupied by a variety of uses and buildings, and which currently lacks a clear identity as a place. The 'Park' is a reference to the neighbouring 'Green Park' and 'Oldfield Park', whilst creating a strong green identity for the area, emphasising the importance of enhancing the green infrastructure throughout.*

1.88 This is a complex area, with a variety of site ownerships and a diversity of different uses. Some of the uses are on leases that are due to expire before the end of the plan period. There is a great degree of uncertainty over whether leases will be renewed, or whether certain businesses such as Sainsbury's will remain in their current location or seek to relocate as suggested by their recent planning application, which was subsequently withdrawn. What is clear is that the Bath Riverside development has raised the ante, and the prospect of more development within this area is highly likely.

1.89 Due to this complexity and uncertainty, there is a risk that delivery could be undertaken in a phased or piecemeal manner, with different landowners bringing forward development at different times, as and when their sites become available and delivering sub-optimal outcomes. It is considered crucial for the Placemaking Plan to provide the organising framework within which these developments will take place, and it is a requirement on developers and landowners that a masterplan for this wider area be formulated with the involvement of the relevant stakeholders so that individual development phases can contribute positively to the vision for the wider area.

Vision

1.90 The wider area represents an exciting opportunity to create a new city destination, with a rich mix of vibrant uses and events that responds to the bold architectural presence of Green Park Station**;** a new city quarter that complements the new residential development of Bath Riverside and defines a new stage in the evolution of the city. A place that delivers a world class zero carbon development, with integrated green infrastructure, a vibrant community of varied businesses, and an extension of a riverside residential environment. It is a location that would benefit from a clear identity and point of differentiation, one with a strongly defined built environment that responds creatively to the broader context of the World Heritage Site.

1.91 The bold architectural form of Green Park Station provides the inspiration for the provision of a vibrant and significant linear public space – Sydenham Park Street – that provides a focus for development in the area, and provides an enticing tree-lined route that connects the adjoining residential communities to the city centre.

1.91 The riverside environment will be enhanced as a key landscape and biodiversity asset.

Emerging Development and Design Principles

1.92 Given the specific site requirements of the area, the design principles are divided into:

- Generic principles that apply across the wider areas
- Site or area specific principles

Generic Design Principles

1. Responding to strategic viewpoints into and across the sites and to the character and sensitivity of valued assets within the World Heritage Site, this area has a significant opportunity to provide a distinct and contrasting built character to the city centre, including different building forms.
2. An analysis of viewpoints is required to enable an appropriate response, and to influence the height, massing and orientation of buildings. In accordance with the Building Heights Strategy, the heights of new buildings are to be generally consistent with nearby Georgian buildings. CHECK!!
3. Sydenham Park Street will be the central public realm feature of the new development. It is to be a grand gesture, reflecting the architectural presence of Green Park Station, and will be a key green infrastructure corridor that extends the existing avenue of trees at its western end providing a continuous high quality pedestrian and cycle route through to the junction with Brougham Hayes. It will be a pedestrian dominant route requiring development to present an active frontage at ground floor level, but it will also serve as a cycling and public transport corridor, traversing past Green Park Station into the city centre and providing a direct and preferential bus route through the site from the Lower Bristol Road to Green Park Road.
4. Streets and spaces must be designed and orientated to provide safe and direct links through the site, to facilitate pedestrian and cyclist movement. The treatment of the public realm should be inspired by the Bath Pattern Book.
5. The river corridor should be treated as key component of the area, creating a destination and providing generous public access and activity along the riverbank or at key points along it. The trees along the riverbank should be retained and enhanced to strengthen and reinforce its biodiversity and landscape value, and its role as a vital part of the city's green infrastructure, including its role as a dark corridor for bats. It is requirement for a biodiversity study to be commissioned to inform the development of the site, and to resolve any potential tension between the design details of public access and habitats for bats.
6. There should be strong visual and green infrastructure links through the area, connecting and integrating neighbouring areas beyond, for example between Norfolk Crescent Green and St James's Cemetery.

Green Park Station West

1. The Green Park Station West element of the wider regeneration area is dependent on the aspirations of Sainsbury's. Should they remain in their current location with associated surface level car parking, then there is little scope for physical change over majority of the site.
2. If Sainsbury's relocate to Sydenham Park (or indeed elsewhere), then this area has tremendous potential to be designed to as a mixed use environment, providing for smaller scale uses that complement the city centre environment and help to serve the needs of the new residential community at Bath Riverside.

3. There are opportunities for development at the periphery of the site, and development, including building height and development form, will need to respond appropriately to this part of the conservation area and to neighbouring buildings.
4. The height and position of new buildings must preserve the view corridor to Green Park Station, which should remain dominant in views and height to new development.
5. Development should not detract from important views over the site. An analysis of viewpoints is required to enable an appropriate response, and to influence the height, massing and orientation of buildings. The Bath Building Heights Strategy should be used as part of the evidence base for this analysis. This identifies this site as being within zone 1 – the Georgian City, and recommends that for new development 'the overall height should not be less than or exceed the overall prevailing height of nearby Georgian buildings.' Note that this is a recommendation for the general height only and is subject to modifiers.

Sydenham Park

1. Focused on Sydenham Park Street, this area will need to be designed as a pedestrian dominant environment, facilitating easy and comfortable movement through the area for the new residents of Bath Riverside, and for the larger pool of existing residents in the outlying areas.
2. Active uses are expected adjacent to Sydenham Park Street, accompanied by a variety of other uses, typically comprising of residential and B1 employment uses.
3. The height and position of new buildings must preserve the view corridor to Green Park Station, which should remain dominant in views and height to new development.
4. An analysis of viewpoints is required to enable an appropriate response, and to influence the height, massing and orientation of buildings. The Bath Building Heights Strategy should be used as part of the evidence base for this analysis. This 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'. Note that this is a recommendation for the general height only and is subject to modifiers.
5. Development to the north of Sydenham Park Street must comprise of a finer grained mix of uses, reflecting its proximity to the river corridor, and its residential context. Larger format uses are to be located to the south of the area where they are able to reinforce the role of the Lower Bristol Road as a key route into the city, and benefit from better transport access. There should be a clearly defined frontage to the Lower Bristol Road.
6. Subject to Transport Assessment, the Pinesway gyratory is required to be removed to enable a much more imaginative and place focussed development response to be delivered.
7. The car parking requirements will need to be tested and determined.

Development Options

1.93 These are presented within the context of three strategic options for the Central Area. Each option is part of a distinctive package for the Central Area. The rationale is explained in appendix x

Green Park Station West

Option 1 assumes the development of about 25,000 sqm of floorspace and the relocation of Sainsbury's to Sydenham Park. Options 2 & 3 and assume that Sainsbury's remains in situ. The development capacity is therefore significantly lower.

	Option 1	Option 2	Option 3
Site Capacity	**24,500**	**4,000**	**1,000**
B1 Office	12,000	0	0
A1	3,000	1000	1,000
A3	500	0	0
D1 Hotel	0	0	0
C3 Housing	9,000	3,000	0

Sydenham Park

The options assume the development of about 80-90,000 sqm of floorspace. Option 1 anticipates the relocation of Sainsbury's to Sydenham Park. Options 2 and 3 retain Sainsbury's in its current location at Green Park Station. Figures are 'gross' based on the site being comprehensively redeveloped, phased over the plan period. Figures are GIA.

	Option 1	Option 2	Option 3
Site Capacity	**88,000**	**78,000**	**78,000**
B1 Office	4,500	30,000	22,000
A1 Food	12,000	0	0
A1 Non Food	27,000	6,500	6,500
A3	1,500	1,500	1,500
D1 Hotel	0	0	0
C3 Housing	38,000	35,000	43,000
Civic	5,000	5,000	5,000

*****Civic to revert to office or residential if no project is identified within x years

Bath Riverside – Core Area

Site boundary plan to be inserted

Context

1.94 This is part of an area that has a mixture of outline planning and reserved matters planning consents for up to 2,281 dwellings, a primary school student accommodation and other works. Implementation began in 2011.

1.95 It is proposed that an allocation remain in the Placemaking Plan in case circumstances change during the plan period. The proposed allocation within the Placemaking Plan would relate only to those areas that have not been built or are not under construction. The extent of this area may change during the process of preparing Draft Plan and likely during the examination period. The boundary will therefore need to evolve (contract) to reflect change on the ground.

Vision

1.95 As set out in the Bath Western Riverside SPD

Design and Development Principles

1.96 As set out in the Bath Western Riverside SPD

Land Use Options

1.97 Residential-led development, not including additional student accommodation to that which has been permitted

1.98 No other options identified

Bath Riverside - North Bank

Site boundary plan to be inserted

Context

1.99 This area hosts a series of sites (in industrial type use) along the Upper Bristol Road that are allocated for residential-led redevelopment in the BANES Local Plan under Policy GDS.1/B1. The accompanying SPD provides a master plan and design guidance for the development of this areas. The sites comprise:

- the corner of Windsor Bridge Road
- the rear of Argos
- Comfortable Place
- the Onega Centre
- Hinton Garage

Vision

1.100 See Bath Western Riverside SPD

Design and Development Principles

1.101 As set out in the Bath Western Riverside SPD

1.102 In addition it is proposed to emphasise, within the Placemaking Pan the need to

1. Provide an active building frontage (building entrances) to Lower Bristol Road, Windsor Bridge Road, and the riverside
2. Create an appropriate townscape relates to the scale of the Lower Bristol Road, rather than seeking to create a 'gateway' buildings.
3. Ensure that development does not detract from important views over the site. An analysis of viewpoints is required to enable an appropriate response, and to influence the height, massing and orientation of buildings.
4. Relative to neighbouring sites should be considered to optimise vehicular access
5. Develop this area to enhance the GIA network for people and wildlife, including where practicable measures to restore and enhance biodiversity value of the river and the river edge, including the retention of a dark corridor for bats.

Land Use Options

1. Residential-led redevelopment, not including student accommodation
2. No other option identified.
3. The group value of these industrial sites has been considered but is not assessed to be sufficient t to re-allocate this area as a strategic employment site. Anticipated changes to the GPDO will in any case make the change of use form from industrial to residential permitted developed.

The Bath Press



Context

1.103 The former Bath Press sites present a dominant and landmark frontage to the Lower Bristol Road. It is in very close proximity to residential community of Oldfield Park, the future Community at Bath Riverside and is located just to the north of Oldfield Park train station.

Vision

1.104 Mixed use development providing for a variety of uses – indicative mix to be established

Suggested Development and Design Principles

1. The mix of uses is to comprise of employment and residential development, potentially complemented by opportunities within the leisure sectors or with bulky goods retailing, subject to assessment of transport impacts. the concept of an

2. In recognition of a valued local asset, the retention of the 1920s factory façade and the historically important elements of the building should be considered as an integral part of an urban design response which will enhance the Lower Bristol Road and the surrounding area.

3. Development will protect northerly views across the site through the identification and retention of key view corridors.

4. Development should not detract from important views over the site. An analysis of viewpoints is required to enable an appropriate response, and to influence the height, massing and orientation of buildings. The Bath Building Heights Strategy should be used as part of the evidence base for this analysis. This 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'. Note that this is a recommendation for the general height only and is subject to modifiers.

5. The site lends itself to larger scale building typologies that can offer a different format of business space to more centrally located sites. Together these form a complementary offer of employment spaces throughout the city.

6. The built form must create a more engaging and pedestrian friendly response to the key streets surrounding the site, including an active edge to Lower Bristol Road and Brook Road. The development should help to redefine the identity of the junction of Windsor Bridge Road and Lower Bristol Road.

7. Innovative construction technology and building design to achieve a carbon neutral development that creates a new image and identity for the area, and a market for new business space investment, will be encouraged.

8. New streets and spaces through the site must provide improved connections to Oldfield Park Railway Station, Moorland Road District Centre, and Victoria Park for neighbouring residential communities.

9. Improvements to the pedestrian and cycling experience along the Lower Bristol Road are required.

10. The creation of a new green infrastructure link that connects to the green link within the approved scheme of phase two of the BWR development is required. This will provide a green corridor from Royal Victoria Park, the river, through Western Riverside, via the Bath Press Site and associated streets, into the Oldfield Park area. It will link strategic and existing pocket green spaces to create a green corridor for the benefit of people and wildlife. This could include the potential for green roofs on some elements of the Bath Press site.

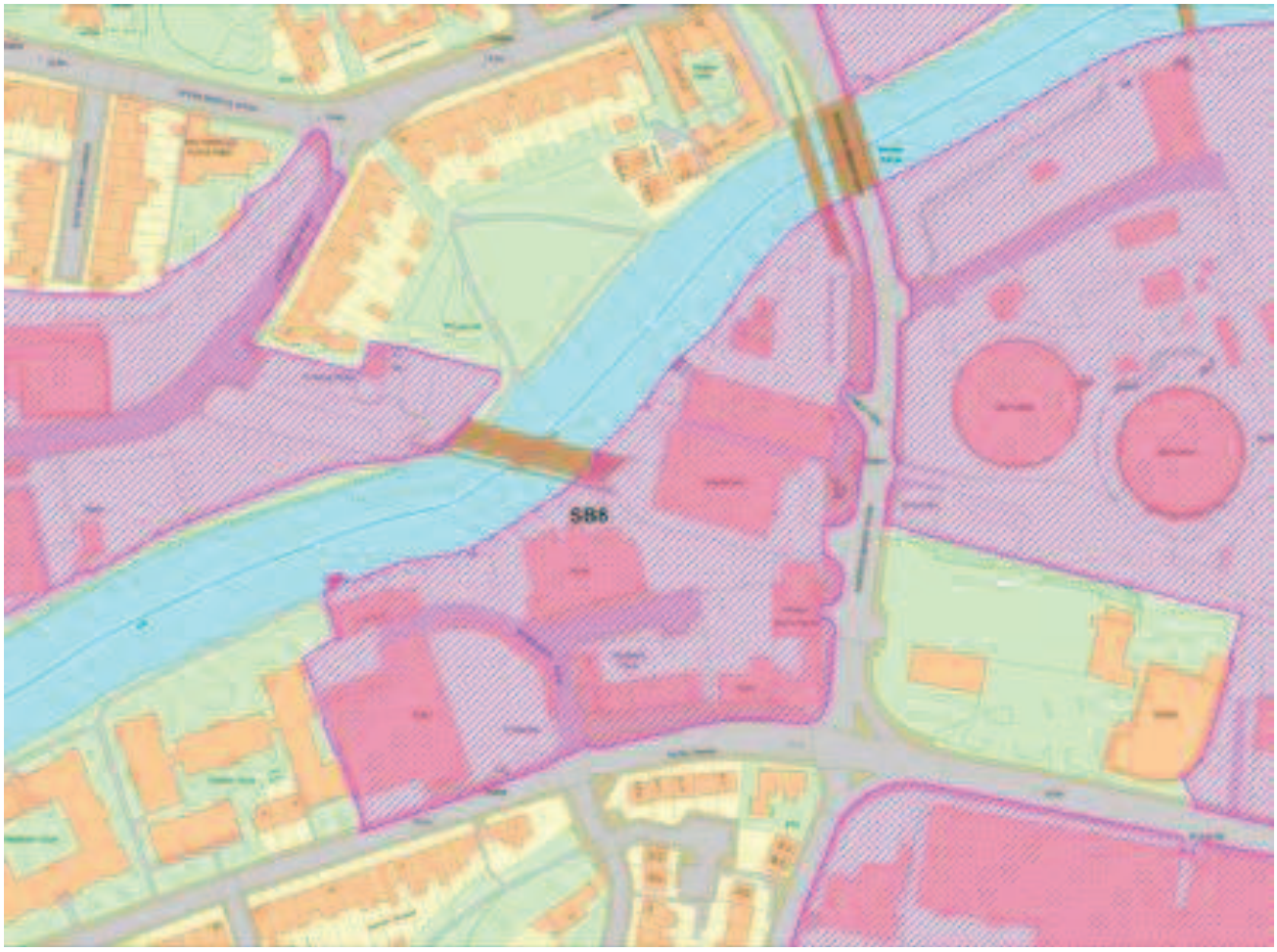
Development Options

1.105 These are presented within the context of three strategic options for the Central Area & Enterprise Area more widely. Each option is part of a distinctive package for the Central Area & Enterprise Area. The rationale is explained in Background Paper 1 to be published as part of the consultation

Figures m^2	**Option 1**	**Option 2**	**Option 3**
Site Capacity	**30,000**	**20,000**	**20,000**
Mixed Economic Development functions including bulky goods retailing	23,000	0	10,000
Office Type Space	0	3,000	
A1	0	0	0
A3	Minor	Minor	Minor
C3 Housing	7,000	17,000	10,000

Note: the higher floorspace capacity of option 1 assumes large footprint buildings (high site coverage but not more than 3 storeys), whereas Option 2 creates a more neighbourhood/mixed use/ residential environment requiring a lower site coverage and slightly higher buildings

Roseberry Place



Context

1.106 Forming the corner of Lower Bristol Road and Windsor Bridge Road, and lying to the south of the River Avon, these sites are in a prominent location on a key route into the city. They are currently occupied by a range of industrial buildings, workshops, and a B1 office building.

1.107 Its riverside location has been identified as an 'Ecological Node' in the Natural Environment Evidence Base [link] commissioned to inform the Council's Masterplan for the Enterprise Area. An 'Ecological Node' is defined as an area 'where wildlife corridors intersect and/or there are features of particular ecological value in the river channel'.

1.108 Stable Yard lies to the north of Roseberry Place. It is a trade business park, and is occupied by a variety of businesses that perform an important role in the city's economy. This site is not currently available for development.

Vision

1.109 Roseberry Place – a development that redefines this area, enhances access to the river, and hosts a mix of residential and variety of business uses.

1.110 There is significant scope for the remodelling of this site to provide a development that:

- Provides significant improvements to this key nodal site, redefining its image and identity.
- Provides a diverse range of business spaces, including the relocation of displaced businesses from the central area, plus additional uses such as residential and local needs? retail that provides for more activity during the day and evening.
- The site will provide direct connections to an extended Bristol Bath Cycle Path and to the Two Tunnels Cycle Route, with potential for new pedestrian and cyclist bridges over the Lower Bristol Road and Windsor Bridge Road. This route should be strengthened as a key Green Infrastructure route.
- An engaging and active frontage to the river, with potential for river related activities.

Emerging Development and Design Principles

1. Mix of uses to include residential and employment. Other complementary uses to enable a more diverse and engaging environment, such as small scale retail will be permitted where these do not adversely impact on existing retail centres.

2. Windsor Bridge is a high point allowing long views in all directions towards the hillside slopes of the city. Development of this site must allow visual connections to these hillsides as an essential part of the World Heritage Site Values.

3. Development should not detract from important views over the site. An analysis of viewpoints is required to enable an appropriate response, and to influence the height, massing and orientation of buildings. The Bath Building Heights Strategy should be used as part of the evidence base for this analysis. This 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'. Note that this is a recommendation for the general height only and is subject to modifiers.

4. Provision of a green infrastructure and cycle link that connects Linear Way (two tunnels cycle route) to the safeguarded sustainable transport route (extension of the Bristol/Bath cycle route). There is strong potential to provide new cycling and pedestrian bridges over Windsor Bridge Road and Lower Bristol Road.

5. Measures should be introduced that enhance green infrastructure and the 'ecological node', with reference made to the Natural Environment Evidence Base [link]. Such measures should take into account the potential of extending green infrastructure networks, including measures to restore and enhance the biodiversity value of the river and the river edge, including the retention of a dark corridor for bats. It is requirement for a biodiversity study to be commissioned to inform the development of the site.

6. Providing a defined and active edge to Lower Bristol Road and Windsor Bridge Road to enhance this key entrance into the city

7. Flexible and robust building forms, enabling changes of use over time

8. Given the context of the site, there is considerable scope for a wider variety of building forms and materials to be used, responding to its mixed use character whilst respecting the homogenous character of the whole city.

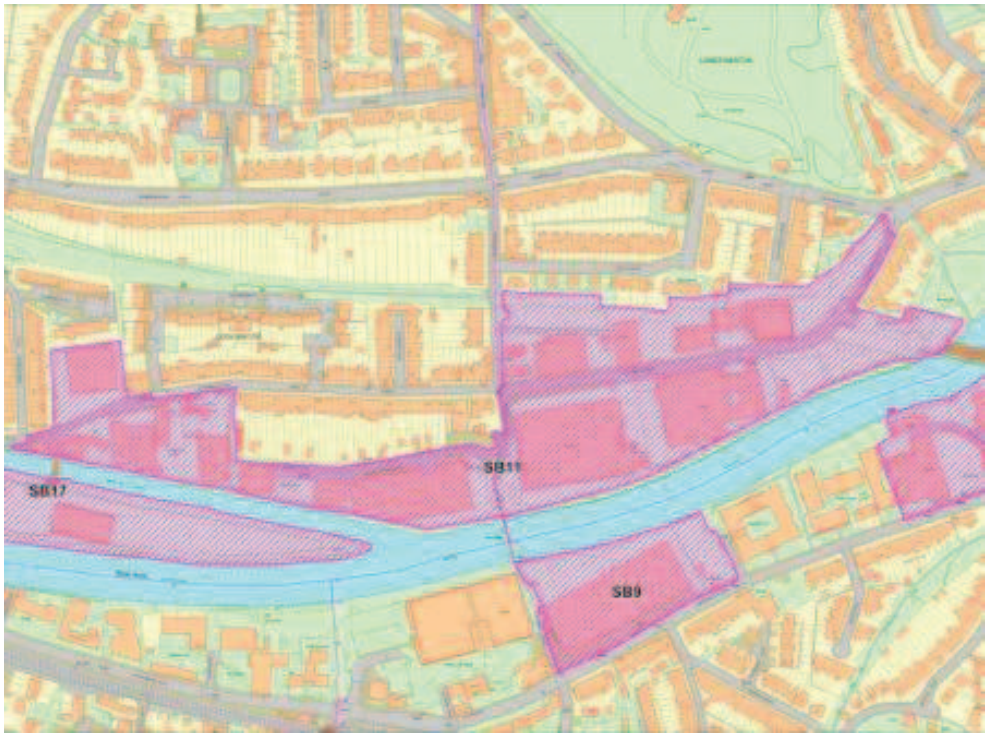
9. Facilitate carriageway improvements to the junction, and safeguard/implement the road widening required to enhance highway capacity at this junction.

Development Options

1.111 These are presented within the context of three strategic options for the Central Area & Enterprise Area more widely. Each option is part of a distinctive package for the Central Area & Enterprise Area. The rationale is explained in appendix x

	Option 1	Option 2	Option 3
Site Capacity	**17,000**	**17,000**	**17,000**
B1 Office	5,500	0	5,500
A1 Food	0	0	0
A1 Non Food	0	0	0
A3	0	0	0
D1 Hotel	0	0	0
C3 Housing	11,500	17,000	11,500
Civic	0	0	0

Locksbrook Road and Brassmill Lane





Context

1.112 The Locksbrook and Brassmill areas are dominated by a range of industrial premises, adjacent to residential neighbourhoods.

1.113 The Core Strategy, through Policy B3, supports the important role that this area plays to the economy of the city, whilst seeking opportunities to enhance the image and identity of the area to secure on-going inward investment. The scope and scale of change is explored further in the Options section below.

1.114 Individual businesses include very successful and specialised manufacturing firms such as Herman Millar, Rotork and Horstmann, and a wide range of other businesses. There is a clear industrial bias to the area, with many trade businesses that play a key role in supporting the life of the city.

1.115 There are opportunities to redevelop sites by optimising site coverage, and subject to important views, to increase building heights. This will help to achieve an increase in floorspace levels, and to accommodate a wider diversity of businesses in the area.

1.116 Its riverside location has been identified as an 'Ecological Node' in the Natural Environment Evidence Base [link] commissioned to inform the Council's Masterplan for the Enterprise Area. An 'Ecological Node' is defined as an area 'where wildlife corridors intersect and/or there are features of particular ecological value in the river channel'.

Vision

1.117 Newbridge and Twerton Riverside – larger scale business, production and innovation quarter, building on its significant role in Bath's industrial history. Involving the creative re-use of listed buildings, and significantly enhancing the quality of, and access to, the riverside environment as a key green infrastructure corridor and asset to the wider area.

1.118 The vision seeks to redefine the image and identity of the Western Corridor as an economically prosperous area that complements the offer of the Central Area, set within a high quality natural environment, and accessed by a comprehensive sustainable cycling and pedestrian network. It will become a highly sustainable location, home to the creative industrial sector of the city that has for a long time played a crucial role to the economy of the city.

1.119 The area should be enhanced as a destination for those businesses with particular spatial or operational requirements that suit an industrial location, albeit one that in some areas is close to residential properties.

1.120 There are a number of industrial buildings in the area, notably those occupied by Herman Millar and Rotork, which are Grade 2 listed principally in recognition of their innovation in architectural design. It is their contribution to advances in technological construction and building configuration, rather than their aesthetic that is of particular importance. Such buildings provide the inspiration and set the benchmark for the level of innovation expected in new development proposals that emerge.

1.121 The disused rail line between Brassmill Lane and Windsor Bridge, Bath is safeguarded as a Sustainable Transport route for non-motorised forms of transport (with the exception of mobility scooters). It will provide a high quality and safe cycling and pedestrian route through to Western Riverside that extends the Bristol to Bath Railway path, connects to the Two Tunnels Greenway, and provides a wider choice of sustainable transport routes for local communities to efficiently connect to the city centre and to Bath's Enterprise Area. The provision of this route will be complementary to the current riverside path. It will help to reduce pressure and potential conflict between cyclists and pedestrians, and enable the riverside to be properly enhanced as an environmental asset and an important part of the city's green infrastructure network.

1.122 There are opportunities to radically enhance the riverside environment providing an innovative green infrastructure corridor alongside the river, as a key contributor to changing the image and identity. This will benefit employees, the existing residential community, and those passing through.

1.123 To strengthen their role, direct and legible pedestrian and cycle connections to the existing local retail areas of Chelsea Road and Twerton High Street will be provided.

Emerging Development and Design Principles

1. Redevelopment opportunities must improve the relationship of the built environment to the riverside, improve pedestrian and cyclist permeability and provide a net increase in business space.

2. Development should not detract from important views over the site. An analysis of viewpoints is required to enable an appropriate response, and to influence the height, massing and orientation of buildings. The Bath Building Heights Strategy should be used as part of the evidence base for this analysis.

3. Measures should be introduced that enhance Green Infrastructure, and the 'ecological node', with reference made to the Natural Environment Evidence Base [link]. Such measure should take into account the potential of extending green infrastructure networks including the enhancement of the riverside as a green setting and context for the area. This should include measures to restore and enhance the biodiversity value of the river and the river edge, including the retention of a dark corridor for bats. It is requirement for a biodiversity study to be commissioned to inform the development of the site.

4. The existing varied context of the area provides for a range of building typologies that can more flexibly respond to occupier and/or market demand. Provided these buildings respond positively to the public realm, respect important views through and over the sites, and respond to other issues of acknowledged importance, there is scope for architectural freedom.

5. The provision of lower cost workspace will be encouraged to support a broader economic offer to the central area.

6. Opportunities to improve accessibility to surrounding communities, in particular connections to local centres of Chelsea Road and Twerton High Street must be achieved wherever practicable.

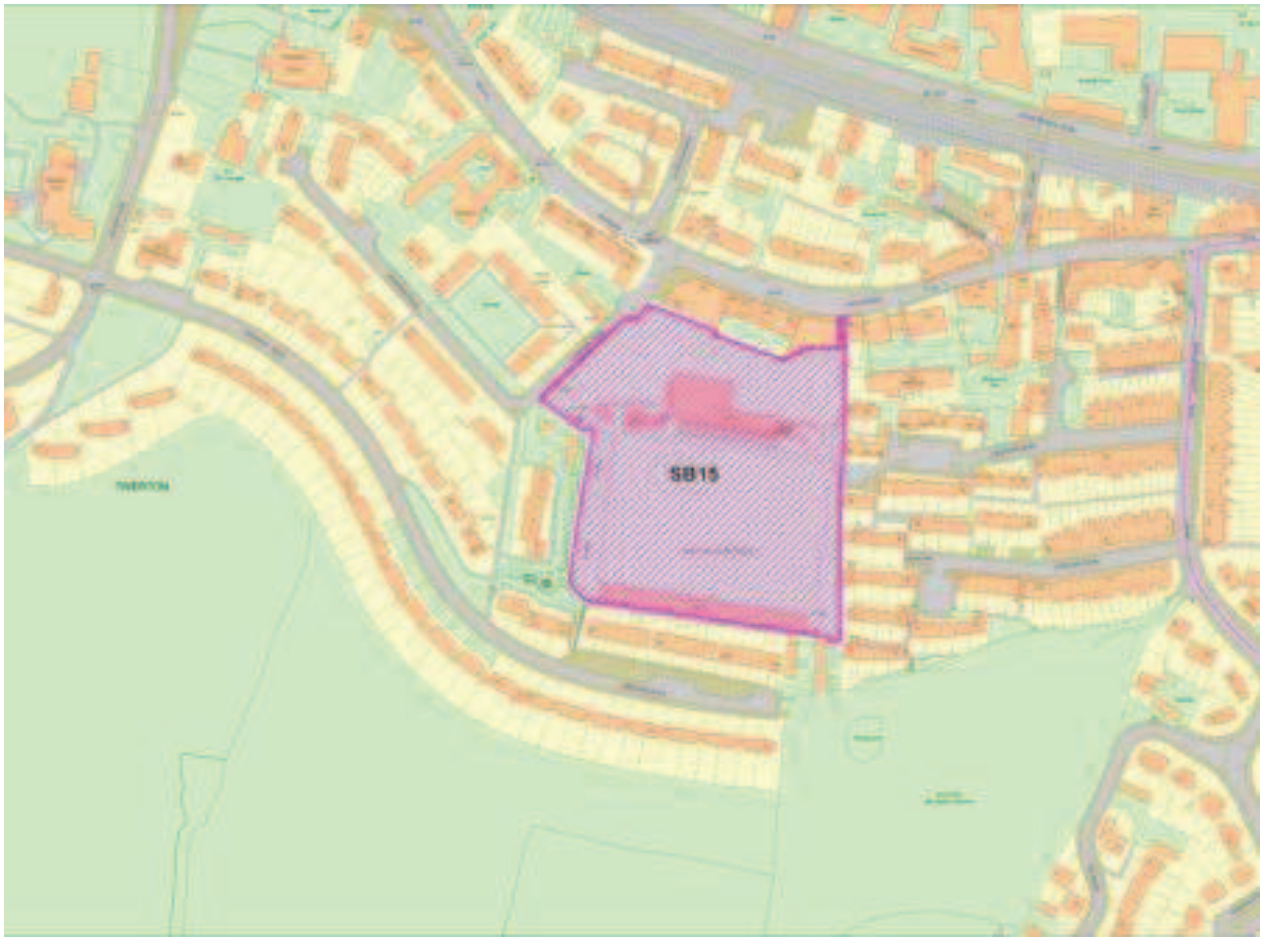
7. Innovative re-use of listed industrial buildings will be supported.

8. Development proposals will be expected to contribute towards the extension of the Bristol Bath Cycle route along the safeguarded sustainable transport route.

Emerging Land Use Options

1.124 The current and future role of this area is set out on Policy B3 of the Core Strategy. There are no options to explore in the Placemaking Plan. However the PMP will formalise the area based Policy of the Core Strategy as a site specific policy will a detailed boundary. This site is already allocated as a 'core employment site' in the BANES Local Plan (2007). This saved policy will be replaced by the PMP.

Twerton Park



Context

1.125 This site is currently occupied by Bath City Football Club. The adjacent car park is also used for the weekly Twerton Market.

Vision

1.126 There are a few potential futures for this site.

1. That the club relocate to an alternative site (although no options for this are identified in the Placemaking Plan) or fold. During the preparation of the Core Strategy the Club has indicated that these are the two futures that it foresees. Either provides the opportunity for the comprehensive redevelopment of the current ground and associated car parking area.
2. That the club maintains its presence on the current site but seeks partial redevelopment of its current land holdings. This option could include:
   - The redevelopment of the stands to the north of the pitch, to include retail or commercial space, as well as facilities for the football club as required.
   - A partial development of part of the car parking area.

Emerging Development and Design Principles and Land Use Options

1.127 Regardless of whether the club stays relocates or folds, any significant development at Twerton Park should seek to enhance the Twerton High Street area as a local centre, where possible, by enhancing local retail or commercial leisure provision. There is also significant scope for the associated residential redevelopment of the site.

- Views through site, pedestrian routes through the site and building heights will be key design parameters requiring guidance in the draft Plan
- The retail evidence base identifies a small additional need for additional convenience food shopping from 20xx. Does this site to provide an opportunity for meeting that need, given that it is one of the few developable sites adjoin a local centre?

Former Transport Depot, Brougham Hayes

Insert plan

Context

1.128 This site lies just outside the Central Area and is not within the Enterprise Area. It is out-of-centre as opposed to 'edge-of-centre' although its precise location means that this definition is finely balanced. The recent planning history for the site includes the non-implementation of an office permission, the failure to secure a hotel permission (at appeal), a residential permission (which is extant), and most recently an application for student accommodation. The student accommodation application will be determined before the Draft Placemaking is published. If it is refused there may also be a planning appeal during the preparation of the Plan. If it is approved there will be no need for allocation policy

Vision

1.129 This site is not big enough or complex enough to require a 'vision'.

Design principles

1.130 The design principles in respect of height, scale and massing have been established through the residential and office planning permission permissions.

Land Use Options

Option 1

- Allocate this site for wholly residential or residential–led development to enable employment and modest ground floor retailing uses if developer demand was forthcoming. The site is identified in the SHLAA delivery trajectory as a housing site.

Option 2

- An alternative is student accommodation. This is not the favoured use.

Hartwells Garage, Newbridge

Insert plan

Context

1.131 This is currently occupied by the Hartwells Motor Group. The Group have submitted a planning application for student accommodation on this site. This follows planning permission being granted for a replacement car dealership at Bath Business Park, Peasedown St. John.

Vision

1.132 This site is not big enough or complex enough to require a 'vision'.

Design principles

1.133 To be established, but will focus on the appropriate response to the split levels within this site. The officer report on the current planning application will be utilised for this purpose once available.

Option 1

- Allocate the site for wholly residential or residential–led development. The site is identified in the SHLAA delivery trajectory as a housing site.

Option 2

- An alternative is student accommodation. This is not the favoured use.

Former Ministry of Defence sites at Foxhill, Warminster Road and Ensleigh

1.134 Outside the river corridor the most significant opportunities for development within the city are the three former Ministry of Defence (MoD) sites. Concept Statements were prepared and endorsed by the Cabinet in September 2012. These Concept Statements outline the planning policy framework for and key requirements in redeveloping the sites primarily for housing led mixed use redevelopment. The Concept Statements are material considerations in the determination of planning applications. They were prepared in advance of disposal of the sites by the MoD. Since that time all three sites have now been sold, planning applications have been submitted in relation to all three sites and part of the Ensleigh site has been granted planning permission for residential development.

1.135 Policy B3C also identifies land owned by the Royal High School adjoining the Ensleigh MoD site for the development of 120 dwellings during the Plan period. The Core Strategy confirms that the Placemaking Plan will allocate the site comprising the Ensleigh MoD site and the land adjoining it for comprehensive residential led mixed use development. The planning requirements relating to land adjoining the MoD site are set out in Core Strategy Policy B3C.

1.136 It is intended that the three MoD sites will be allocated for development within the Draft Plan. The development & design principles for the sites will be taken from and closely reflect the Concept Statements. If development of any of the three sites has been substantially implemented before the Draft Plan is prepared and approved by Cabinet they will not be allocated in the Plan.

The University of Bath at Claverton Down

Context

1.137 The University of Bath was founded at Claverton Down in 1965. It has grown into a top flight British University for teaching and research, with a strong international profile.

1.139 Policy GDS.1/B 11 has guided development on the campus since the adoption of the BANES Local Plan in 2007. This Plan also removed land from the Green Belt to enable the future growth of the University. The Placemaking Plan is an opportunity to review the performance of this policy as a means of achieving development that meets the University's space requirements, in its environmental context. The Green Belt change that was made in 2007 is not matter to be reviewed as it is not considered that the exceptional circumstances necessary to warrant altering the Green Belt boundary can be demonstrated. Therefore, only the policy framework for development within the area covered by B11 is being reviewed.

1.140 At this stage it is considered likely that the Placemaking Plan Policy will retain the structure of the Adopted B&NES Local Plan Policy GDS.1/B 11. The Placemaking Plan Policy will also build on and supersede the reference that is made to The University of Bath in Policy B5 of the Core Strategy.

1.141 Taking the Adopted B&NES Local Plan Policy as the starting point there are set out below (ref. xxx) some suggested changes to the Policy and options for consultation. Where no change to the wording is suggested comments can also be submitted.

Explanation of Emerging Policy Approach and Options

Development Capacity Options

1.142 There are Policy approach options (set out in emerging policy approach UD1 below) relating to the amount of additional academic and student accommodation floorspace that should be planned for and provided at the Claverton Down campus. The context for these options is primarily defined by the environmental sensitivity and capacity of the campus, the scale of development/expansion the University is seeking to bring forward and the impacts of development on nearby residential areas.

1.143 *Environmental Capacity* - The Claverton Down campus lies just outside the Bath Conservation Area and partly within the Cotswolds AONB (which extends to the east and north of the campus). The University is surrounded by a landscape of high environmental quality in terms of its natural beauty, historical setting, visual attraction and nature conservation value. Although the campus cannot be seen from the centre of Bath, its hilltop setting means that it is visible from a number of vantage points around the city. Extensive tree cover surrounds the campus and therefore, much of it still appears in harmony with its landscape setting.

1.144 Given its topographical setting and generally harmonious relationship with the landscape there is significant sensitivity to the visual impact of any new developments on both long-distance views and also from the Bath Skyline Walk, which passes through the National Trust land at Bushey Norwood, on the eastern boundary of the campus. Residential areas of the city also adjoin the campus, particularly to the south, and this relationship needs to be respected in considering the University's future development. This context and sensitivity effectively helps to define an 'environmental capacity for the Campus'.

1.145 *University Aspirations: Academic Space* The 2014 version of the estates plan identifies through completed projects, current applications and future development zones 60,000 sq.m. GIA of academic space, whereas GDS.1/B11 allows for approx. 43,250 m2 GIA. The policy could be changed to reflect this higher number; however, evidence is needed that it is achievable in relation to the environmental constraints affecting the campus.

Academic space built or applied for since the 2009 masterplan

Projects	**Space (m2)**
Built	**13,646**
1 West	2,714 (net)
Chancellors Building	8,236
Centre for the Arts	2,696
Applications	**14,928**
10 West	8,900
4 East South	6,028
Total	**28,574**
Local Plan residual	***14,676***
Masterplan residual	***31,426***

1.146 *Residential Accommodation* The 2014 version of the master plan makes provision for 2,400 bedrooms, whereas GDS.1/B11 allows for approx. 2,000 bedrooms in 40,000 sqm. It is important to understand the floorspace figure is 'NIA' (net internal area), although this is not made explicit in GDS.1/B11. NIA only includes the bedrooms themselves and not corridors, shared facilities, stairwells etc. The assumption in GDS.1/B11 was for 20 sqm NIA per room. For GIA sqm per room a figure of 29 m2 is a reasonable assumption as shown in the table below.

1.147 it is proposed that GIA sqm figures are used the Placemaking Plan Policy to give a better indication of the total volume of space that will come forward. This will also ensure consistency with the figures that are used for academic space. The following table shows the last 3 accommodation projects on-campus and justifies the assumptions in respect of GIA m2 per bed.

	GIA m2	**Beds**	**m2 per bed**
The Quads	20,000	700	27.8
Woodland Court	10,500	350	30.0
Marl/Sols Court	13,540	468	28.9
Total/Average	***44,040***	***1,518***	***29.0***

- The NIA for 1,518 beds is about 30,360 m2 (at 20 sqm per bedroom). What has been constructed on campus since 2001 correlates with the assumption in GDS.1/B11 of 2,000 bedrooms in 40,000 m2 NIA.

- Of the sites listed above only The Quads has been completed since 2009 and would count towards to 2,000 units of accommodation or 40,000 m2 NIA net set out in GDS.1/B11.

- That means that there is a residual of 1,300 bedrooms against the 2,000 identified in the current policy wording, or 1700 in relation to the July 2014 masterplan.

Combined effect of possible changes to academic and residential accommodation figures

- In respect of the aggregate GIA m2 to be accommodated on the campus the change could increase this from 101,250 sq.m. to 130,000 m2. That is a significant difference with a likely increased environmental impact

1.148 Emerging from the above is key issue/options for consideration as to whether increased floorspace allowance arising from current University aspirations should be accommodated in policy, given the environmental context/capacity of site. Further assessment of environmental capacity is needed.

Other Emerging Policy Approach Issues

1.149 *Master Plan* Whilst the first iteration of the masterplan in 2001 was endorsed by the Council, it has been subject to a number of changes in recent years which have not been re-assessed or re-endorsed by the Council. For planning applications to be presented on the back of a master plan, changes to the master plan would need to be signed-off as being appropriate. This would give all parties confidence on the parameters for decision-taking. This is reflected in the suggested policy approach below (see criterion 1).

1.150 The suggested amendment to the green heart criterion is a site specific application of the Green Infrastructure of Core Strategy Policy xx. The purpose of the change is to ensure that the central landscaped area does not become boxed-in to the detriment of a GI flow through the campus. Although, this flow is disrupted at the western end of the campus, which terminates with an at grade car park, this does not necessarily have to remain the case for all time. Decking, perhaps wrapped, on a smaller footprint, is possible in planning terms either going up or down. This could free up space for low rise development or open space, enhancing the GI credentials of the campus. Too many above ground decks would obviously cause skyline, conservation area setting and WHS harm and should be avoided.

1.151 A further option is to introduce a phasing criterion that would make the granting of permission for academic/teaching space (enabling more students to be taught) conditional on the implementation of (or rather the beginning of construction of) additional on-campus student bedrooms. There is already some 'water under the bridge' in this regard but a policy criterion that establishes a ratio based approach to phasing would assist in ensuring that the growth in students enrolled is matched with on campus accommodation. The University itself might not enjoy such a constraint but it has potential value in respect of managing some of the negative externalities (re the general housing market) that the growth in enrolment can bring. A precise ratio has not yet been established as this is an emerging concept. The concept is not uncommon in S106 agreements from mixed use sites or where various tenure of housing are to be provided. This option therefore builds on establishes practice.

EMERGING POLICY APPROACH U1

The University of Bath at Claverton Down 2011-26

1. ***A comprehensive scheme expressed within a university-wide development framework for the estate ~~master plan~~, adopted at each iteration by the development control committee for development management purposes, providing for:***

   a) ***approx. 43,250 sqm GIA or 60,000 sqm GIA of additional university-related non-residential development for uses including learning, research and allied business incubation and knowledge transfer; conferences; university administration and IT; and sports, health, creative arts, social, recreational and catering purposes***

   b) ***approx. 58,000 sq.m. GIA (2,000 bedrooms) or 70,000 m2 GIA (2,400 bedrooms) of additional student residential accommodation.***

   c) ***the landscape and ecological management of the campus that the precisely identifies of a central landscaped area, within a broadly east-west green infrastructure corridor, and other visually and ecologically important planted areas and landscape screens.***

   d) ***adequate and suitable replacement on or off-site of any displaced existing sports pitches.***

   e) ***On and off-site transport infrastructure necessary to deliver an integrated transport solution, including decking part of the west car park***

   f) ***High quality design and landscaping that responds positively and sensitively to the Cotswolds AONB designation and ensures that development on the campus has much-improved visual and landscape relationship with neighbouring land, particularly Bushey Norwood.***

   g) ***Phasing criterion to be established relating to the delivery of on-campus bedrooms to the approval of academic space.***

Bath Spa University at Newton Park

Environmental Context

1.152 The Newton Park Campus sits within a registered (Grade II*) historic parkland 'of outstanding interest' and includes a Scheduled Monument (St Loe's Castle). There are three Grade I listed buildings (The Main House, Castle, and Castle Gatehouse); one Grade II* (the Stables); and one Grade II (the Dairy). The walls to the Italian Garden are also listed (Grade II*). The parkland is also in the Green Belt.

Emerging Policy Option

1.153 The majority of the previously developed part of the campus is defined as a MEDS (Major Existing Developed Site in the Green Belt). Whilst the NPPF drops this terminology, paragraph 89 retains the concept of developing within previously developed sites in the Green Belt. A boundary does not expressly need to be defined in respect of the application of NPPF: 89 but the Council considers that it is useful to do so in this instance, given the change to the built up area of the campus that is taking place. This is an option, in principle and the proposed boundary (also an option) that this might entail is shown overleaf.

1.154 The alternative to not delineating this area now would be 'agree' the area within which NPPF: 89 applies through Development Management processes. This will have to be the case for most PDL sites in the Green Belt, but Newton Park could be a special case.

Bath Spa Development Framework

1.155 In addition to its environmental sensitivity the other key aspect of the context for this site is Bath Spa University's future development aspirations.

1.156 In 2010 Bath Spa University prepared a Strategic Framework to identify its academic and accommodation deficiencies and requirements and aspirations for the future. This also set out development potential and proposals for each of the sites that it occupies. This led to the production of a Development Framework and subsequent Campus Masterplan for the period 2010-2030. This set out three phases of development.

Phase 1 – Redevelopment to achieve new academic space (Opened July 2014, ref: 10/04747/FUL))

Phase 2 - Residential Development (at the south of the campus, under construction) and the removal, replacement or disposal of unsympathetic buildings and facilities to enhance the significance of heritage assets. This is under construction (ref: 12/02141/FUL)

Phase 3 - Residential Development (at the north of the campus), an intended future phase.

1.157 Although set out against an anticipated consolidation of student numbers Bath Spa has recently embarked on a programme to attract up to 1,000 international students (mostly from the US) with an immediate programme to recruit 500 in the 5 years from 2014/15.

1.158 The following suggested policy approach responds to and supersedes the reference that is made to Bath Spa University in Policy B5 of the Core Strategy.

Map showing proposed changes to MEDs boundary

Existing MEDS Boundary (Red)

New NPPF: 89 boundary (Blue dotted)

1.159 The substantive change is on the southern part of the campus. Additional land is included in the Para 89 area to reflect current construction. Land is removed where demolition and retained and new parking planned and where it would not be appropriate to re-develop.



EMERGING POLICY APPROACH U2

Bath Spa University - Newton Park Campus

1) ***Development at the Newton Park Campus should be made within the provisions of paragraph 89 (final bullet) of the NPPF. The previously developed area at the campus within which paragraph 89 applies is defined on the Policies Map and reflects the implementation of phases 1 and 2 of the University's master plan to 2030.***

2) ***Development beyond this area will require very special circumstances to be demonstrated. These should be presented with the context of a Strategic Framework for the University's entire estate and should show that there is no reasonable and deliverable alterative outside the Green Belt, as well as assessing the degree of harm that would be caused to the Green Belt.***

3) ***In all circumstances regard should be had to the optimum arrangement of development within the Newton Park Historic Park &Garden and in respect of maintaining or enhancing the significance of heritage assets, including Newton Park Historic Park &Garden. Any rearrangement of uses, utilising land in the Green Belt, that would have a significant positive effect on the significance of heritage assets may from part of a very special circumstance case of itself.***

Local Green Space in Bath

1.160 The NPPF offers the opportunity for local communities to identify green areas of particular importance to them for special protection. Once designated these open spaces will not be developed except in very special circumstances. Through the Council's work with the town and parish councils a number of candidate Local Green Spaces have been put forward by the local communities for consideration. These are discussed and listed in the relevant Town and Rural Areas sections.

1.161 As there has not been a similar working arrangement with the communities within Bath to date, this consultation provides the opportunity for local Bath communities to consider whether they wish to promote any green spaces for designation. The starting point could be to review the green open spaces previously safeguarded in the existing Local Plan. These are shown on the map at **Appendix 2.** Local communities in Bath will need to demonstrate that relevant spaces meet the three criteria set out in the NPPF relating to proximity and importance to the local community and the physical extent of the space (see Part 1: Development Sites introductory text on page x).

Keynsham Sites

Context

1.162 Keynsham is a historic town that occupies a strategically important location between Bristol and Bath. The Roman town of Trajectus, recently discovered during the Somerdale redevelopment highlights this strategic importance. Later, a settlement developed around the Abbey precinct further to the south when Keynsham became a monastic area, which predated the laying out of High Street / Temple Street as the main street of the medieval town. The Abbey would have made Keynsham one of the most important small medieval towns in the wider West of England area. The village of Keynsham survived the Reformation and the dissolution and destruction of the monasteries. The limited extant ruins of the Abbey are now situated in the Abbey Park, close to the bypass.

1.163 Although much altered by changes in the 20th century, and having lost many of its historic buildings and some of its historical integrity, notable survivors of its past remain. St John the Baptist church is the notable landmark at the northern end of the High Street, dating from the 13th century and contains a gothic style Somerset tower. Burgage / tenement plots can still clearly be identified either side of the Bristol Road, High Street and Temple Street, although redevelopment (such as the creation of Ashton Way) has destroyed much of this historical grain. The earliest of these plots were probably on the west side of High Street / Temple Street between Charlton Road and Carpenters' Lane; this part of the town consisted of regularly laid out tenement plots with pasture immediately behind them. The very straightness of High Street / Temple Street indicates its planned origin.

1.164 The population of Keynsham remained relatively small until the 20th century. Keynsham's economy was agrarian until industry arrived in the early 18th century with the production of brass in a series of mills along the River Chew. Further industrial development came with the construction of the Great Western Railway in 1853 to the north of the town, which was the first modern intrusion to sever the town from the Hams, an intrinsically important area in terms of both the origins and development of Keynsham. Another important factor in Keynsham's growth and industrial development was the Fry's chocolate factory, later to become Cadbury's, who developed the factory complex at Somerdale. This development was of historical importance as being a typical example of how at that time industry had developed a social conscience in the way it treated and viewed its employees.

1.165 Between 1964 and 1965 the Keynsham bypass was constructed to the north and north east of the town and whilst it considerably improved the road infrastructure it also further severed the town from the Hams, and destroyed much of the Abbey remains. To an extent Keynsham's strategic location between Bristol and Bath, whilst being a strength in bringing economic benefits, has also been a weakness in terms of its historic and archaeological character and has made it vulnerable to unsympathetic change. For example, in 1958 the historic houses between Temple Street and Bath Hill were demolished in order to construct new Council offices, library and shops (these have now recently themselves been replaced), and during the 1960s and 1970s Keynsham lost around 50% of its historic frontages onto High Street and Temple Street to redevelopment.

1.166 It is clear that Keynsham has a rich and interesting history. This is evident in the designation of two Conservation Areas around the town centre area. However, the town has lost some of its sense of historic identity and origins having been subjected to inappropriate and unsympathetic development over the last century. It is imperative therefore that the Placemaking Plan sets out a positive strategy for the conservation and enjoyment of the town's historic environment. Development opportunities within the

historic areas in and around the town centre offer the opportunity to make a positive contribution to local character and distinctiveness, and enhance or better reveal the significance of the Conservation Area.

1.168 The NPPF states that planning should take account of the different roles and character of different areas as a Core Planning Principle. It also states that Local Plan policies should be based on an understanding of an areas characteristics, ensuring that development adds to the quality of the area, establishes a strong sense of place, responds to local character and history and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation, and that are visually attractive.

1.169 Therefore, a common principle of many of the Keynsham suggested site allocations is to reflect and respond to the character of the historic development of the town, and in particular reflect the identity of the local surroundings and materials. The traditional local walling material of Keynsham is lias limestone which is knapped like flint and is commonly used in rubble or semi-dressed form. Blue lias was historically quarried around Keynsham. Many of the proposed site requirements include incorporating blue lias stone as part of the palette of materials used in new development schemes. The Council does not wish to repeat the mistakes of past decades, whereby development using unsympathetic materials has resulted in the loss of precious local distinctiveness.

Strategic Policy Context

1.170 The Core Strategy sets out the vision for Keynsham which will continue to act as a market town and service centre for the surrounding area, evolve as a more significant business location and expand to accommodate a growing population. In recognition of this vision the Core Strategy allocates significant amounts of new development within and surrounding the town.

1.171 Many of the key development sites and issues have therefore already been addressed through the Core Strategy. The urban extension sites for example, which provide strategic levels of new homes and new employment space are allocated for development in the Core Strategy (and subject to a Masterplanning process outside of the Placemaking Plan), and the Somerdale redevelopment has planning permission.

1.172 However, there is still a need for the Placemaking Plan to identify and allocate some sites for development where no guidance is yet provided and to re-iterate existing proposals to help ensure key elements are delivered. The scale of some of these sites means they may be delivered over time. As most of these sites fall within the town centre area, it is important when considering site allocations to reiterate the key points of Core Strategy Policy KE2, which covers the town centre and Somerdale. They include:

- To establish an integrated and sustainable town centre, which is vibrant and attractive and provides new job opportunities
- Improvement of the management of traffic through the town centre
- Encouragement of larger retail units within town centre
- A town centre District Heating Network (also covered in Core Strategy Policy CP4)
- Reinforcement and enhancement of the Conservation Area ensuring local character is strengthened by change
- Improved quality of public realm
- Retention of the leisure, sport and recreation function of the town centre
- Enhancement of Green Infrastructure
- New high quality mixed use development at Somerdale

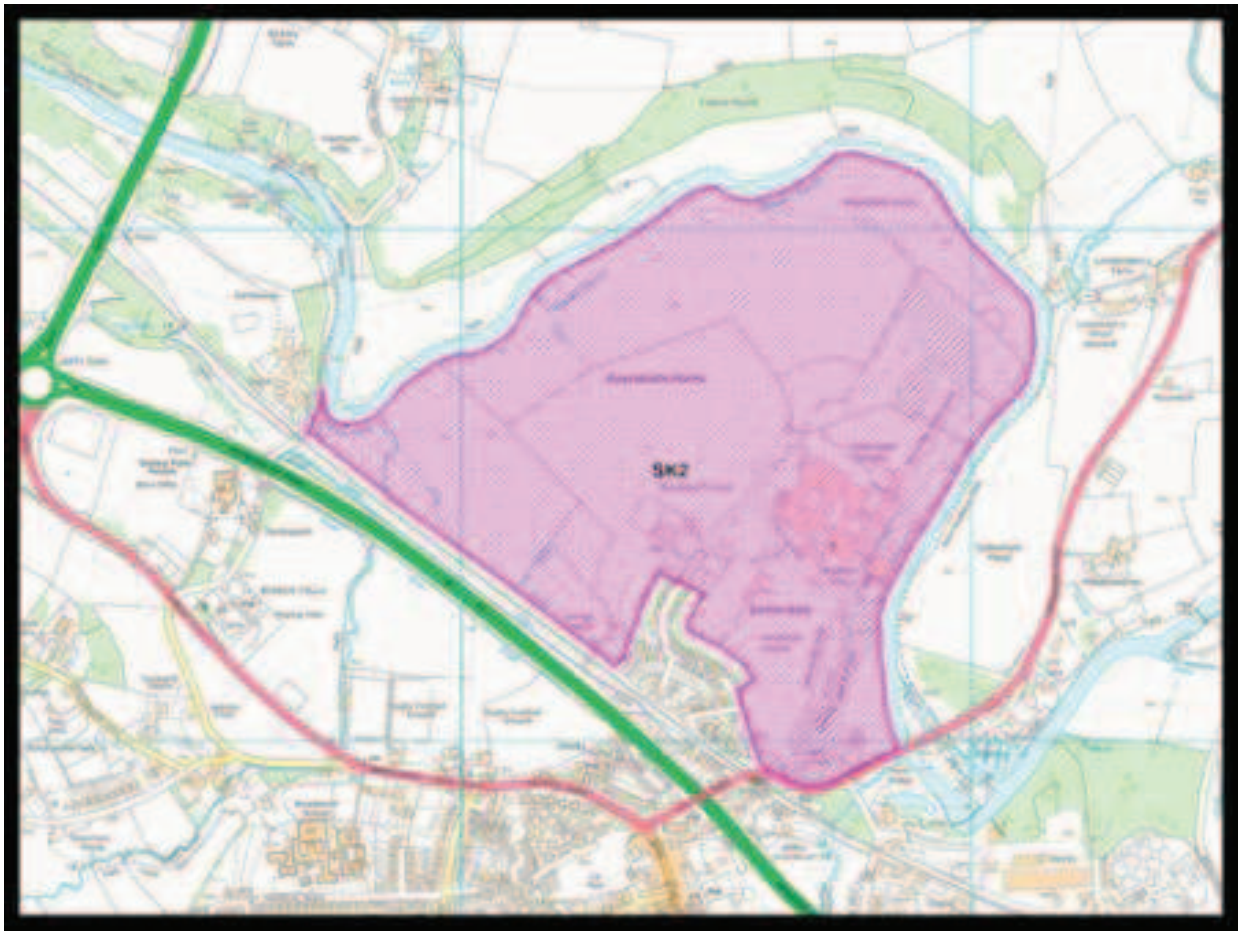
1.173 In addition the Placemaking Plan will need to ensure the necessary infrastructure is delivered in a timely manner. The Draft Keynsham Transport Strategy has been recently published for public consultation. It includes the following measures to be put forward as high priorities in the short term:

- Improved cycle routes to the main schools;
- Audit of pedestrian facilities in the town centre and to/from the centre and rail station, with identification of improvements required;
- Continue to work with the bus operators on improved ticketing and simplified fare structure;
- The Council to actively progress and monitor their Corporate Travel Plan at the new Town Hall;
- An improvement at Wellsway, Bath Hill, Bath Road junction, converting it to a signalised junction to increase its capacity;
- New surveys of car park use are undertaken and future parking demand is estimated;
- A study of Hick's Gate roundabout is commissioned to determine a suitable scheme to increase its capacity

1.174 Other transport measures could include:

- Two southbound lanes provided at the proposed Keynsham Road / Avon Mill Lane signalised junction;
- Investigate schemes to introduce one-way operation on the High Street in the short term, possibly during off-peak hours only
- Investigate other strategic improvements (for example a new link road connecting the A4 east of Broadmead either via Pixash Lane or Broadmead Lane to Avon Mill Lane) that could reduce the volume of through traffic in the town centre, allowing one-way operation of the High Street to cater for increased future traffic demand.

Somerdale



Context



1.174 The Somerdale site is located to the north of Keynsham town centre on the site of the former Cadbury Factory on the Keynsham Hams. The area was identified for development in the Core Strategy, but not allocated. The site obtained planning permission in February 2014 for a mixed use redevelopment (13/01780/EOUT – part full and part outline). The scheme is arguably the most important strategic development for Keynsham because it delivers many of the Core Strategy requirements for the town, not least in terms of the new employment floorspace approved as part of the permission. Implementation has now commenced.

1.175 In recognition of this strategic importance, not just for Keynsham but for the whole district, and in order to give greater strength to the Council in seeking to ensure that all key elements of the scheme are implemented, the Council is proposing to formally allocate the site in the Placemaking Plan, reiterating the proposals that were granted permission for 13/01780/EOUT in the Decision notice dated 19th February 2014.

Vision



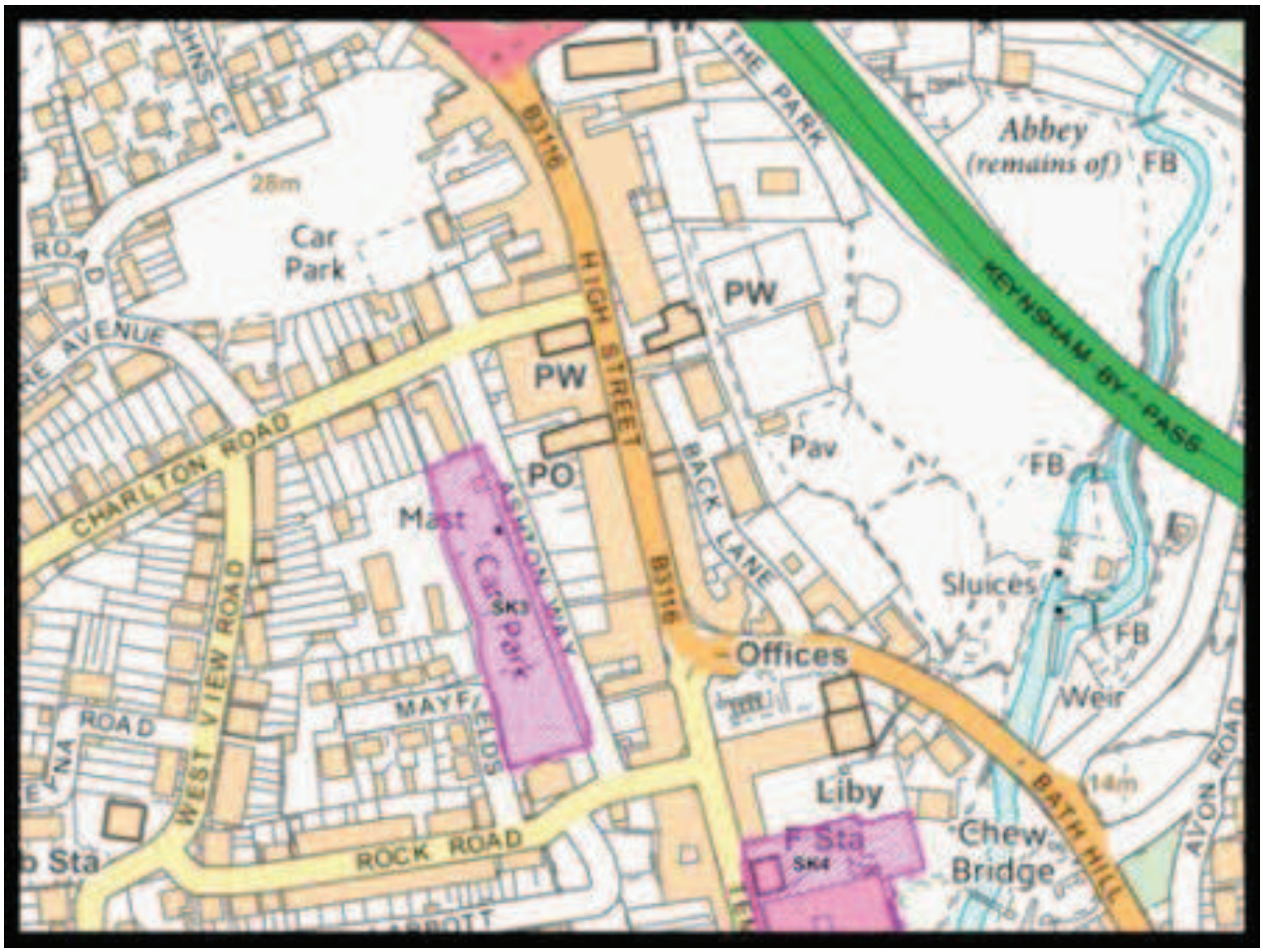
1.186 Core Strategy Policy KE2 requires a new high quality, exemplar, mixed-use quarter at Somerdale, providing significant employment floorspace, new homes, leisure, open space, sport and recreational uses. It also requires the provision of new employment opportunities, retention of the avenue of trees in Somerdale Road, the consideration of converting and reusing some or all of the existing factory buildings, improving the links between the town centre and Somerdale, enhancing the green infrastructure to form an improved green infrastructure network, and protecting the character and recreational value of the Hams.

EMERGING POLICY APPROACH SK2

Emerging Development and Design Principles

1. ***Around 700 dwellings***
2. ***At least 11,000sqm of B1 office use***
3. ***Submission of a Design Guide, to be approved by the Local Planning Authority***
4. ***Retention of Block A and alterations to Blocks B and C***
5. ***New Primary School***
6. ***New GP surgery (D1 use)***
7. ***New social and sports club (Fry Club) and sports pitches***
8. ***New small scale local needs retail (up to 500sqm of A1, A3, A4 and A5)***
9. ***Flood protection measures, including provision of SUDS and an area of wetland habitat***
10. ***Provision of landscaping (including retention of avenue of trees along Somerdale Road) , wildlife areas, open space and cycle/footways***
11. ***Provision of a multifunctional riverside path***
12. ***Highway works at Somerdale Road/Station Road***
13. ***Remediation of land contamination***

Ashton Way Car Park



Context



1.187 Keynsham leisure centre is currently embedded within the Riverside complex (which is proposed to be allocated in Policy SK4), accommodating a portion of the ground floor and the basement area. The leisure centre is a large, wet and dryside facility which is linked to the adjacent offices which share a heating system.

1.188 The Council's 'Fit for Life' Strategy (March 2014) presents the priorities for physical activity up to 2017. It identifies that the current leisure centre should be replaced with a new build facility in the town centre to complement the facilities that have been developed at Wellsway School. Policy KE2 of the Core Strategy includes the retention and enhancement of the leisure, sport and recreation function of the town centre. Should the centre remain within its current location it would compromise the redevelopment of Riverside. The building has also reached the end of its useful life and this combined with its location means that refurbishment is not a cost effective option. The impending vacancy of Riverside would lead to major financial problems with regards to the cost of heating a vacant building to serve the leisure centre.

1.189 Ashton Way car park has been identified by the Council as the preferred site for relocation of the leisure centre which will retain the facility within Keynsham town centre. The Placemaking Plan will ensure that development should improve the setting of the Conservation Area and nearby listed buildings (for example by requiring that development is compatible with the local built context by requiring amongst others suitable materials and a variation in roof heights). Retention of car parking will also be important.

1.190 The site is located within a 'district heating priority area' as defined by Core Strategy Policy CP4. The proposed development of a new leisure centre provides an excellent base load for a combined heat and power (CHP) plant. This CHP plant should form the basis of the Keynsham town centre district heating network, which in the future can link to other sites, such as the new Town Hall which has been designed to connect to such a network.

Vision

1.191 Regeneration of current car park for a new leisure centre, enhancing the vitality and viability of the town centre and the setting to the Conservation Area. Development will acknowledge and respond to the existing site location and context but provide a contemporary identity. As a key civic building within the town centre it should be a focal point. This will be a high quality development that will provide an inspiration for future regeneration projects along Ashton Way.

EMERGING POLICY APPROACH: SK3

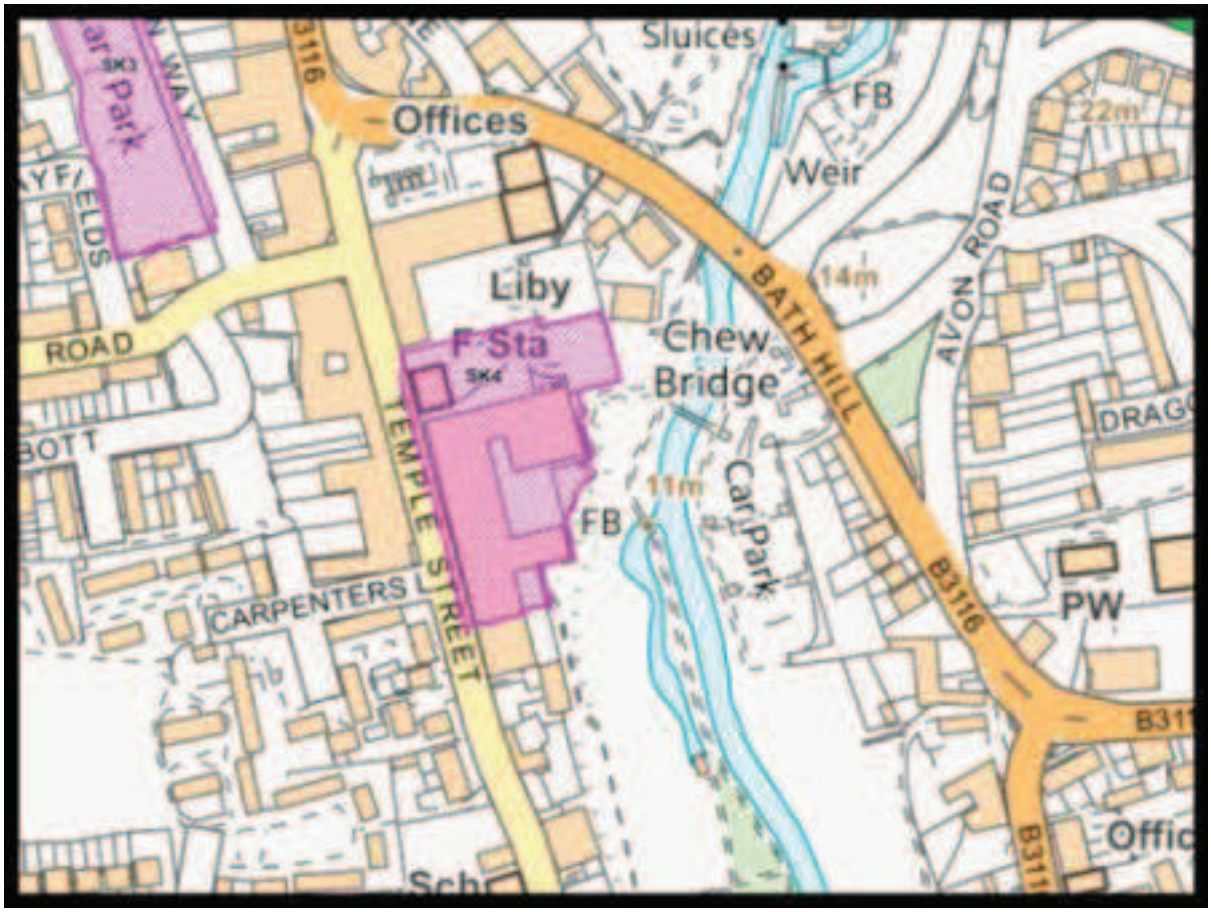
Emerging Development and Design Principles

1. ***New leisure centre***
2. ***Retention or betterment of current numbers of car parking spaces***
3. ***Incorporation of a combined heat and power (CHP) plant. The leisure centre should provide the base load for the wider Keynsham Town Centre district heating network and be built to an exemplary low carbon standard in line with Keynsham Civic Centre..***
4. ***Enhance the setting of the Conservation Area. The scale and massing must be compatible with the local built context, and development should reference the fine grain pattern of the former burgage plots on site. There must be a variation in roof heights.***
5. ***Incorporate a palette of materials to reflect and complement those of the local vernacular. This must include an element of blue lias stone. Design must provide articulation and relief to the elevations.***
6. ***Green roof to be incorporated into the design of the leisure centre to provide an element of green infrastructure***
7. ***Improved public realm along Ashton Way, to include tree planting***
8. ***Incorporation of an appropriate landscape scheme taking into account the trees covered by tree preservation orders to the north west of the site***
9. ***Provision of SUDS by using infiltration techniques***
10. ***Strengthen connections to the High Street. The main entrance to the leisure centre should be opposite the pedestrian footpath linking the High Street to Ashton Way***
11. ***Retention and incorporation of public right of way into the scheme***
12. ***Avoid significant harm to the amenity of residents of the Mayfields***
13. ***Incorporation of public conveniences into the design of the leisure centre***
14. ***Retain highways access to the Scouts site to the west***

Other alternatives considered

1) Include additional adjacent land within an enlarged site allocation which would lessen the need for a decked car park
2) Include Milland House immediately to the south of the site as part of the allocation. A recent planning application proposed to redevelop this office and residential site for a higher density mixed use development comprising retail, office and residential. A well-designed scheme here for a mix of uses that complemented the design of the leisure centre development could be appropriate in this location. Do not allocate the site and retain in present use as a surface level car park

Riverside Offices and Fire Station



Context



1.192 A key redevelopment opportunity within Keynsham town centre is the site currently occupied by the Fire Station, Leisure Centre and Riverside offices. The provision of a new fire station/training facility has recently been granted permission at Durley Hill on the western edge of the town and the Leisure Centre is proposed to be relocated to Ashton Way Car Park as detailed above. The Riverside offices have been predominantly vacant for a significant amount of time, and the current Council occupation will transfer to the new town hall development during late 2014 leaving this element of the site vacant. Therefore, the site will be available for redevelopment during the plan period. The freehold of the site is owned by the Council.

1.193 The site currently comprises three distinct elements which are the Riverside offices/ground floor retail, Keynsham fire station and Keynsham leisure centre. The existing buildings collectively cause harm to the Conservation Area and its setting.

1.194 This was initially a residential / commercial area with backland orchards, including allotments. Temple Street was until the mid-20th century as active as the High Street, with shops and dwellings along both sides. The site was redeveloped in the 1960s and 70s for the current uses, with the leisure centre completed in the early 1980s. A number of historic buildings were demolished and replaced when this redevelopment occurred. The former fine grain of the east side of Temple Street was replaced by the more coarse grain displayed today, as many of the historic narrow plots were combined to form the large scale Riverside development.

1.195 Avon Fire and Rescue are proposing as part of their 'Investing for the Future' programme to move their HQ from Temple Back in Bristol to Keynsham on the footprint of the current fire station. Therefore an option within the Placemaking Plan should reflect this intention by allocating a proportion of the site as offices.

1.196 A pre-application in October 2013 proposed to remove all buildings from the site and replace with a mix of retail, offices and residential. It is likely that the redevelopment of the site will need to be phased.



1.197 The site is located within a 'district heating priority area' as defined by Core Strategy Policy CP4. As such, 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.

1.198 The fire station is within the Town Centre Conservation Area. The remainder of the site falls outside this designation, but redevelopment will have an impact on the setting of both the Town Centre and Dapps Hill Conservation Areas. Taken as a whole, the Riverside complex currently causes harm to the Conservation Area.

1.199 Current connections between Temple Street and the Memorial Park through the site are poor. To travel between the two currently, you have to traverse a series of poorly designed pedestrian alleys, undercrofts and a narrow metal walkway and staircase. The spaces created feel windswept, stark and unsafe. They do not inspire you to make the short journey between Temple Street and the park.

1.200 Views from the park back to the site are dominated by the Riverside complex, which appears incoherent, ungainly and undistinguished, entirely detracting from the appreciation of the tree-studded river valley and park in the foreground.

1.201 This is a key regeneration site for Keynsham. Redevelopment offers significant opportunities to enhance the town centre with a high quality development. Proposals that do not maximise the potential of the site for a high quality development will be resisted.

Vision

1.202 Comprehensive redevelopment of a key town centre site for a mixed use development which enhances the Conservation Area with a high quality design improves links between Temple Street and the Memorial Park and embraces district heating. The site will have close links with the Civic Centre development, but be subservient to it.

EMERGING POLICY APPROACH: SK4

Emerging Development and Design Principles

1. ***Replacement of existing buildings with a new build mixed use development comprising ground floor retail and/or other town centre uses providing an active frontage to Temple Street, mixed residential and around 2,000sqm of B1 office.***
2. ***Incorporate infrastructure for district heating and be built to a high standard of energy efficiency.***
3. ***High quality design that enhances the Conservation Area and its setting. Scheme should reflect and reproduce the fine grain of development on the opposite side of the street.***
4. ***The scale and massing should provide a more human and lower scale than that of the existing buildings and the adjacent Town Hall. There must be a variation in roof heights.***
5. ***Replacement with a monolithic building will not be acceptable.***
6. ***Incorporate a palette of materials to reflect and complement those of the local vernacular. This must include an element of blue lias stone. Design of buildings must provide articulation and relief to the elevations.***
7. ***Continuation of Market Walk into the development site.***
8. ***The important view from the southern end of the High Street along Market Walk into the site should be enhanced. This is a crucial vista and development should respond appropriately.***
9. ***Provision of suitable car parking, preferably subterranean, that mitigates the transport impact of the development.***
10. ***Improved public realm along Temple Street. The suitability for tree planting should be investigated.***
11. ***Improvement of relationship between the site, Temple Street, the River Chew and the Memorial Park. This should include enhanced pedestrian links between these areas, including a new link from the park through the development site to the junction of Temple Street and Carpenters Lane which will also provide views to the Cotswolds to the east.***
12. ***High quality open space is to be included within the scheme as part of an appropriate landscape scheme.***
13. ***Green roofs to be incorporated into the design to provide green infrastructure.***
14. ***Provision of SUDS (excluding infiltration techniques)***
15. ***A new leisure centre developed as part of policy SK3 should be completed and occupied before the redevelopment of the current leisure centre to ensure continuity of service.***

Alternative options

1) Allocate the site for a comprehensive refurbishment of the current buildings, incorporating the uses outlined above. The appearance of the buildings would need to be significantly improved by new cladding, replacement of windows and breaking up the elevations with additional structures. There is scope to improve the ground floor with landscaping and incorporation of more active frontages. This would result in an improvement on the current situation. However, comprehensive redevelopment is considered to be the optimal solution.
2) Do not allocate the site and retain in present use – however, this is not considered a realistic option due to the vacation of the site by current occupiers and limited demand for reoccupation in current uses and condition.
3) Is there an alternative mix of uses to consider? Could student housing, or a hotel be included as part of the mix?

Pixash Lane Waste Site



Context

1.203 The Council currently operates a household waste recycling centre at Pixash Lane. The land to the south (a redundant former MoD warehouse) has also been acquired by the Council. The site forms the eastern most extent of the Broadmead / Ashmead / Pixash industrial estate at east Keynsham.



1.204 It will become necessary for a future phase of the Bath Western Riverside redevelopment to relocate the waste operations and transfer station from the Midland Road depot in Bath. The Council proposes to relocate some of these facilities to Pixash Lane using the adjoining land.

1.205 Access to the site is off Pixash Lane, with a right hand turn queuing lane provided for vehicles on Pixash Lane waiting to access the recycling centre. To the west are further industrial uses, to the north is the railway, to the east is currently countryside, and to the south is Worlds End Lane, a skip depot and the back gardens of several houses that front onto the A4.

1.206 The Core Strategy has allocated around 6ha of land immediately to the east of this site for employment purposes. Access to the employment land is proposed to be along an improved Worlds End Lane. Redevelopment of the Pixash Lane site will need to masterplanned with the land allocated in Core Strategy Policy KE3a to ensure that this access road is upgraded as necessary to enable the strategically important employment site to be developed.

Vision

1.207 Development of a high quality waste facility which enables access to a strategically important employment site allocation to the east.

EMERGING POLICY APPROACH: SK8

Emerging Development and Design Principles

1. ***Redevelopment for waste purposes and ancillary uses***
2. ***Upgrade of Worlds End Lane to enable HGV access to the Core Strategy employment allocation to the east***
3. ***Site should be considered as part of the Masterplan required for Core Strategy Policy KE3a***
4. ***Suitable landscaped street edge onto Pixash Lane***
5. ***Provision of SUDS by using infiltration techniques***
6. ***Appropriate shape, materials and colour of buildings is required to mitigate landscape impact***
7. ***Minimise visual and acoustic nuisance from the site to the residential properties to the south utilising suitable screening including the use of a landscape buffer***
8. ***Odour Management Plan to be submitted with a planning application***
9. ***Remediation of any land contamination***
10. ***Layout should maximise south facing roofs and incorporate PV panels***

Local Green Space in Keynsham

1.208 All Town and Parish Councils were requested to assess and identify areas of green space that they want protected from development. It must be demonstrated that these spaces meet the three criteria set out in the NPPF relating to proximity and importance to the local community and the physical extent of the space (see Part 1: Development Sites introductory text on page 6).

1.209 Keynsham Town Council has identified four potential Local Green Spaces. These are:

- The green space West of St. John's Court and East of Millward Road that contains trees with protection orders
- Consideration of provision of some local green space within the plans for any development to the East of Keynsham (land known as Breaches Gate).
- The Old Rec off Carpenters Lane and close to Hawthorns Lane
- The proposed plans for a nature reserve on the Keynsham Hams

Proposed Green Space GR5: Land west of St John's Court / east of Millward Road

1.210 This area of green space meets the NPPF criteria for Local Green Space in that it is in close proximity to the community it serves; is a special open space within the town; and is local in character. It is therefore proposed to designate this area as a Local Green Space.



Proposed Green Space GR6: Land west of Carpenters Lane / east of Hawthorns Lane

1.211 This area of green space meets the NPPF criteria for Local Green Space in that it is in close proximity to the community it serves; is a special open space within the town; and is local in character. It is therefore proposed to designate this area as a Local Green Space.



Land east of Breaches Gate

1.212 The land known locally as Breaches Gate forms part of Core Strategy Policy KE3A, a strategic site allocation for between 220-250 dwellings. The land is currently agricultural and until the Core Strategy was adopted formed part of the Green Belt. Policy KE3A requires a comprehensive masterplan to be prepared through public consultation and agreed by the Council to ensure that the development is well integrated with neighbouring areas, and as a key requirement incorporates green infrastructure including public open space.

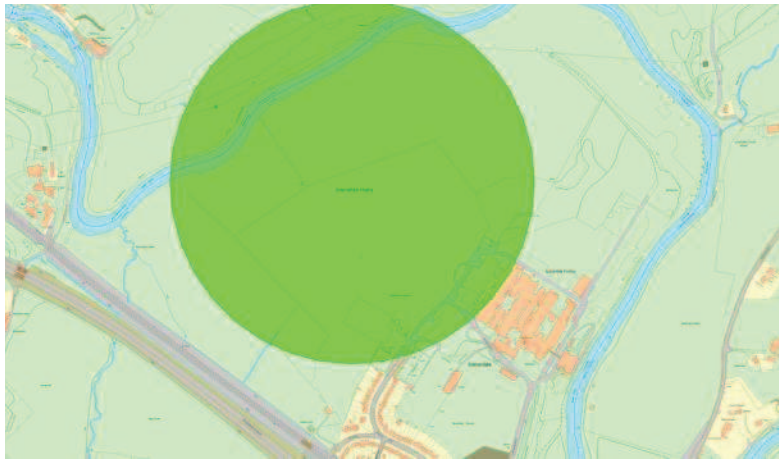
1.213 As such, the consideration of designating Local Green Space in this locality needs to be undertaken within the context of the site allocation and requirements because, as the NPPG makes clear, Local Green Space designations need to be consistent with local planning for sustainable development in the area (Local Green Space designations should not be used in a way that undermines plan making).



1.214 Once provision of green space is secured through the masterplan and subsequent planning application, and it is possible to identify a specific area(s) that would qualify as Local Green Space, then a designation can be made through the Local Plan. However, as it is not possible to identify a specific area at this point (other than an extensive tract of land which the NPPF states are not suitable) a designation cannot be made at this point in time. This situation will change when the masterplan and subsequent planning application progresses. Local people have the opportunity to influence the provision of green space through the masterplan and planning application process.

Nature Reserve on the Keynsham Hams

1.215 Land on the Keynsham Hams is part of the Somerdale development, a scheme which has achieved planning permission, and is also included as a proposed site allocation within the Placemaking Plan. The southern part of the site has achieved full planning permission; the rest of the site (including the proposed nature reserve) has achieved outline permission. Similarly to the Breaches Gate scheme it is not possible to identify a specific area at this point to designate as Local Green Space (other than an extensive tract of land which the NPPF states are not suitable) and a designation cannot be made at this point in time. This situation will change when the area with outline permission reaches reserved matters stage.



Alternative options

1.216 This consultation provides the opportunity for local communities in Keynsham to consider whether they wish to promote any other green spaces for designation.

Somer Valley Sites

Somer Valley Development Sites Overview

1.217 The Somer Valley covers the urban areas of Midsomer Norton, Westfield and Radstock, together with a rural hinterland containing the principle villages of Peasedown St John and Paulton.

1.218 The local population identifies itself as separate small communities, mainly based on the former mining settlements. However, residents also recognise that new opportunities and projects need to bring about change and enable these separate communities to come together to benefit the Somer Valley as a whole.

1.219 Midsomer Norton, Westfield and Radstock are very closely connected, both physically and economically; although the settlements are independent and distinct, it can be difficult for those not familiar with the area to establish precisely where the boundaries between the three lie.

1.220 The Core Strategy seeks for the Somer Valley to become more self-reliant, facilitated by economic led revitalisation alongside local energy production and improved transport connections. The roles of Midsomer Norton, Westfield and Radstock are to be complementary, providing key employment opportunities, services and leisure provision to the communities of the Somer Valley. Midsomer Norton town centre will continue to be the principle centre for the Somer Valley, with Radstock town centre providing a smaller scale but important focal point for neighbouring communities. Westfield, Peasedown and Paulton local centres will continue to provide for the day to day needs of their local communities.

1.221 Core Strategy Policy SV1 sets out the strategy for the Somer Valley as a whole. Amongst a series of requirements is the need to enable the delivery of around 2,470 new homes to be built at Midsomer Norton, Radstock, Westfield, Paulton and Peasedown St John.

1.222 The majority of these dwellings have either been built since the start of the Plan period, or are existing commitments (having gained planning permission but not yet built).

1.223 Additional greenfield sites adjoining Midsomer Norton, Radstock, Westfield, Paulton and Peasedown St John do not need to be allocated in the Placemaking Plan in order to meet the Core Strategy housing requirement. Additional greenfield sites were suggested during the launch consultation and these are listed in the consultation report, but are not taken forward as part of this options consultation. Furthermore, some greenfield sites suggested through the launch consultation have since been granted planning permission. As such they are also not included within this consultation document. However, the Housing Development Boundaries will need to be reviewed to take them into account (see the Housing Development Boundary Review section).

1.224 The Placemaking Plan will therefore focus on the sites that do need to be allocated to meet the requirements of the Core Strategy. These are mainly brownfield sites that are within or adjacent to the town centres of the towns of Midsomer Norton and Radstock and within Westfield.

Local Plan Policy HG.4

1.225 Local Plan Policy HG.4 concerns residential development in Bath, Keynsham, Norton Radstock and the larger villages. This policy was superseded by strategic policies in the Core Strategy. For the Somer Valley this is Core Strategy Policy SV1. However, it is important to note that the Core Strategy specifically states that this excludes Midsomer Norton, Radstock, Westfield, Peasedown St John and Paulton, for which policy HG.4 still applies. The Placemaking Plan will include a new policy which will replace HG.4.

Emerging preferred approach

1.225 To take forward a similar policy framework to that expressed in saved Local Plan Policy HG.4 to apply to Midsomer Norton, Radstock, Westfield, Peasedown St. John and Paulton which will complement Core Strategy Policy SV1. This will provide the necessary clarity when considering planning applications for residential development.

EMERGING POLICY APPROACH

Residential development in Midsomer Norton, Radstock, Westfield, Peasedown St John and Paulton will be permitted provided:

a) the proposal lies within the defined housing development boundary; or

b) it forms an element of mixed use allocated site, and

c) it is appropriate to the scale of the settlement in terms of the availability of facilities and employment opportunities and accessibility to public transport and other sustainable transport modes (including cycling and walking).

Would replace saved Local Plan Policy HG.4 as applies to Midsomer Norton, Radstock, Westfield, Peasedown St. John and Paulton

Midsomer Norton Town Centre

Context

1.226 Midsomer Norton is the principal market town for the Somer Valley. The town centre provides a range of retail outlets, a library, community spaces and leisure facilities and caters for the majority of the local service needs in the Somer Valley area attracting frequent shoppers from its catchment. The High Street follows the valley base, with the main residential areas positioned on higher ground either side.

1.227 The River Somer, which flows through the heart of the town, has had a strong influence on the history and the focus of growth in Midsomer Norton. The historic core of the town is known as the 'Island' which contains the oldest buildings in the town such as the 17th century Priory and the Tithe Barn (now the Catholic Church) dating back to the 15th century. The town centre also includes the heritage of Victorian buildings, St John's Parish Church, the Italianate Gothic Town Hall, Bank House, Grey Hound and National Westminster Bank.



View of the Town Centre from the south

1.228 The qualities of this area are recognised through the Conservation Area designation which extends the length of the High Street and into Welton. The distinctive white lias limestone is a unifying feature of Midsomer Norton's historic buildings, and represents a defining element of the built character of the town across an eclectic mix of architectural styles.



Midsomer Norton Town Hall

1.229 The Conservation Area Appraisal highlights the town character as 'compact and arranged around a linear High Street' and describes how the town is 'enclosed by higher ground which affords characteristic views from the town to open fields and wooded skylines'. It also notes the significant contribution made by trees to parts of the town, particularly along the High Street.

1.230 The High Street is predominately characterised by two-storey buildings which limits the sense of enclosure and variety in the street scene. The larger retail buildings on the north side of the High Street are often single storey buildings, but their prominence is increased due to the raising topography. In particular, the Sainsbury's building imposes significantly on the High Street area despite being set back from the street by the Hollies Garden. The Methodist Church and St John the Baptist Church are landmark taller buildings in the central area, along with the Town Hall building that occupies a prominent position at the junction of the High Street with Silver Street and the Island.

1.231 The High Street presents an opportunity to create depth by encouraging new and enhanced walking links within the centre itself and to the residential areas surrounding it. Future development needs to consider how the various elements of the town centre (such as the Stones Cross gateway, the retail core and the historic core) can be brought together and considered as a whole. Developing the functionality of civic spaces (such as the Town Hall and Hollies Gardens) in parallel with a range of activities (such as regular markets) will assist in this.

1.232 Coal mining had a significant influence on the town. A number of 'batches', evidence of the coal mining heritage, now form important landscape features around the edges of the town. Much of the architecture stems from the brief period of coal mining prosperity in late Victorian times, including the half-timbered Alms houses on the High Street and the Town Hall in Silver Street.



Midsomer Norton Farmers Market on the Hollies Gardens

1.233 The River Somer and Wellow Brook create two green valley's passing north and south of the town centre. Historically the level nature of the valley bases has been used to facilitate strategic movement connections to and from the town, particularly by rail. The former railway lines should continue to provide a strategic movement role, linking Midsomer Norton with neighbouring towns such as Radstock. The river corridors should be celebrated and used to deliver attractive waterside routes, both for people and nature.



River Somer flowing through the High Street

Strategic Policy Context

1.234 The Core Strategy provides the strategic planning policy position for **Midsomer Norton Town Centre (Policy SV2).** The centre will continue to play the role of the market town serving a wider area, with a priority to unlock key redevelopment sites, in particular to avoid the need for out of centre retail development.

1.235 Midsomer Norton Town Council are progressing a Neighbourhood Plan which will become the plan for the town, and be part of the statutory Development Plan upon its adoption. The Neighbourhood Plan will identify and allocate the key town centre sites for development within the context of and enabling delivery of the Core Strategy objectives. These include South Road Car Park and the former Welton Bibby & Baron site.

1.236 The Council will work with Midsomer Norton Town Council to ensure the two plans are consistent and complementary. The infrastructure requirements, including transport measures, will also need to be identified through the Neighbourhood Plan and Council officers will need to review the Plan to ensure this is the case.

1.237 There may be a need for the Placemaking Plan to complement the Neighbourhood Plan by picking up issues that are not considered in the Neighbourhood Plan (such as current Local Plan allocations within Midsomer Norton that are outside of the town centre).

1.238 In advance of Neighbourhood Plan consultation events scheduled for 2014 and 2015, the Placemaking Plan options document will outline initial options for the main sites. Planning Policy and Midsomer Norton Town Council will continue to work together in taking forward the Placemaking Plan and Neighbourhood Plan.

South Road Car Park



Context

1.239 The South Road site is currently one of the main long stay car parking areas for the town centre. The location of the car park, just south of the core High Street area, reinforces the importance of this site in providing accessible public car parking to support town centre activity.

1.240 However, this important town centre car park could also be a catalyst for wider regeneration in Midsomer Norton. Core Strategy Policy SV2 states that a key principle for the town centre is to enable more intensive use of the South Road car park site providing an opportunity to accommodate a modern food store. Any development here should retain public car parking for the town centre.

1.241 Midsomer Norton Town Council recently commissioned a retail study which identified that a new supermarket of around 45,000sqft is feasible on the site with parking underneath the store. The B&NES retail study currently being undertaken by GVA will also be assessing the credentials of the site to deliver a supermarket.

1.242 Redevelopment of the site should help stimulate the delivery of new retail floorspace in the High Street Core and facilitate significant public realm improvements. Key to this is the need to improve the pedestrian link from South Road car park to the High Street. Currently there is no pedestrian crossing and the narrow footpath detracts from the eventual open vista of the High Street.

1.243 There are a number of challenges to address in delivery, including how a new food store will relate and connect with the town centre; continue to offer convenient and accessible public car parking for the town; and how development will integrate with the topography of the site and neighbouring areas.

Central High Street Core including the Palladium and Brewery sites



Context

1.244 Core Strategy Policy SV2 states that a key principle for the town centre is to strengthen the shopping offer in the southern end of the High Street and provide better pedestrian connections from the main car parks to the core retail area, creating a stronger frontage to South Road.

1.245 The retail core in this context is considered to be from the Palladium to the Brewery site. Whilst the town centre overall benefits from a wide range of independent shops, at present the core area is relatively weak and fails to fulfil its potential. It is dominated by non-retail uses and small units of a poor character. There are a number of prominent vacant units in a poor state of repair. The poor quality buildings detract from the town centre environment.



Palladium Building

1.246 The Conservation Area Appraisal recognises the need for restoration of key buildings such as Palladium and former Brewery to bring them into full use and make a positive contribution to the street.

1.247 Regeneration of the retail core, either as a whole or in phases, would result in an enhanced offer by providing mixed use retail and office units which have been identified by the Town Council as important requirements for the town centre. Attracting larger retail units which complement and support the existing independent shops will be important.

1.248 The historic features of the Palladium and the Brewery should be retained, enhancing the Conservation Area. A fundamental role for the core site would be to provide an attractive link between the new supermarket at South Road car park and the High Street, and to improve the public realm.

1.249 Improving the public realm and establishing a better balance between traffic and pedestrians are key priorities to ensure that Midsomer Norton maximises the potential for retail investment and growth. It will assist in attracting more cafes and restaurants to the area and encourage people to spend more time in the town.

Welton Bag Factory



Context

1.250 The Welton Bibby & Baron (Welton Bag) factory located on the north eastern edge of the town centre provides a substantial redevelopment opportunity. The site is positioned on the steep north facing valley side, sloping down from the ridge at North Road to the Wellow Brook base. There is a drop of approximately 10m from the valley ridge down to Wellow Brook, and similar level change on the south facing slope on the other side of the brook against the former railway line.

1.251 The factory buildings and ancillary uses occupy the majority of the 5.7ha site. The core complex straddles the valley base, culverting the Wellow Brook, and fronting out to Station Road. The position of the factory interrupts the valley setting and creates a significant barrier to a potential west-east strategic green infrastructure route following the Wellow Brook.



Historic Buildings to be retained

1.252 There are no buildings at the ridge where the site fronts to North Road and consequently the site remains fairly hidden from this prominent position and the top of the High Street. Aside from a collection of historic buildings (which should be retained) within the adjoining Conservation Area

dating to the site's former brewery use, the majority of the buildings on site are of limited built quality. The 1850s brewery buildings survive largely untouched and with most of their external architectural features intact. These present a considerable asset to incorporate into future development of the site.

1.253 The priority will be to deliver an appropriate mix of employment floorspace and housing, and to improve connections through to the High Street. The Stone's Cross roundabout is the key point of arrival to the High Street but fails to capitalise on the range of attractive Victorian buildings there to announce the beginning of the High Street successfully. The steep, single sided pavement route along Station Road combined with heavy traffic creates an unattractive pedestrian environment and difficulties integrating the site.



Stones Cross

1.254 It is not considered that the site is sequentially preferable to the South Road car park site in delivering new retail floorspace, due to it being an 'edge of centre' location. The issue of suitable pedestrian links between the High Street and this site also make it difficult for retail uses to function as an integral part of the town centre. However, as with the South Road site, the B&NES retail study currently being undertaken by GVA will also be assessing the Welton Bag site to examine its credentials in delivering a new supermarket.

1.255 An important focus is the frontage to North Road, where an area of hard standing is divided from the valley top by a high wall. This area presents the only real opportunity to establish a more direct and attractive connection between the site and the High Street via the Stone's Cross gateway.

1.256 Incorporation of a high quality green infrastructure link along the Wellow Brook through the site will also be a key priority, linking with the attractive Welton Green community space.

Midsomer Norton Town Park



Context

1.257 The Town Council voted unanimously in 2012 to secure a Town Park for Midsomer Norton, which will be broadly located between Gullock Tyning and Five Arches. Once achieved, a Town Park, along with the Skate and Adventure Play Park, will offer a fantastic leisure facility to Midsomer Norton and the whole of the Somer Valley, helping to attract visitors to the town.

1.258 The Town Park therefore should be considered as a fundamental element of the towns offering, alongside areas such as the civic core around the Town Hall and the retail core. This fits well with its status as a monument to the Somerset Coalfield and its significant position in the skyline of the town.

1.259 The Core Strategy vision for the Somer Valley states that Midsomer Norton town centre will include the new Town Park. Core Strategy Policy SV1 includes a requirement for the implementation of a new Town Park at Midsomer Norton, and Policy SV2 states that the strategy for Midsomer Norton town centre includes the enhancement of leisure provision and improving access to green infrastructure including the Town Park. The 2007 Local Plan allocated the land as a Town Park and the Placemaking Plan will continue this allocation in order to convert the existing significant green resource at the centre of the town into a recognised Town Park.

1.260 Planning application 14/01020/FUL was granted permission on 9/6/2014 for changing the use of the land for a new Town Park of around 8.28ha set to the south of the River Somer. An associated planning application (14/01019/FUL) for further land to be designated as a Town Park east of Gullock Tyning and north of the River Somer has also been granted permission.



View from the Town Park Site

1.261 Including land both to the north and south of the River Somer is crucial because it provides the opportunity to provide linkages between Midsomer Norton and Westfield on a north south axis. The inclusion of a pedestrian/cycle bridge will allow people to travel from Radstock Road, through the park to Westfield. This will also allow cyclists travelling along the existing cycle path to enter the town centre and use its facilities, bringing much valued footfall for the retail core. Including land both to the north and south of the River Somer also creates a park with a river running through the heart of it, rather than a lesser feature running down the side.

1.262 The site currently comprises predominantly open ground with a number of footpaths, the majority of which have evolved as people have walked through the site. Much of the site is a remnant of the coal mining era, and was a colliery spoil heap. Although greatly valued by the community, it currently has no specific function, and although in close proximity, it presently feels rather isolated from the High Street. After 50 years of growing wild, the land offers excellent potential to create a town park which respects and harnesses the ecology of the area.



Batch at Midsomer Norton

1.263 The detailed design of the Town Park will evolve over time, but should be made up of an organic combination of spaces and paths utilising the landscape to fulfil its potential as an exciting an interesting destination for leisure and recreation which can play its role in the economic regeneration of Midsomer Norton and the wider Somer Valley. Initial concepts to date have included a large natural amphitheatre and space to hold community events and activities.

1.264 Different areas could be developed for different uses such as green open spaces, steep slopes with trees, paths and other features utilising the topography. This is considered to be appropriate for the character of the area and will protect the setting of the Conservation Area. The park will be delivered incrementally over time to an overall masterplan as and when funding streams arise.

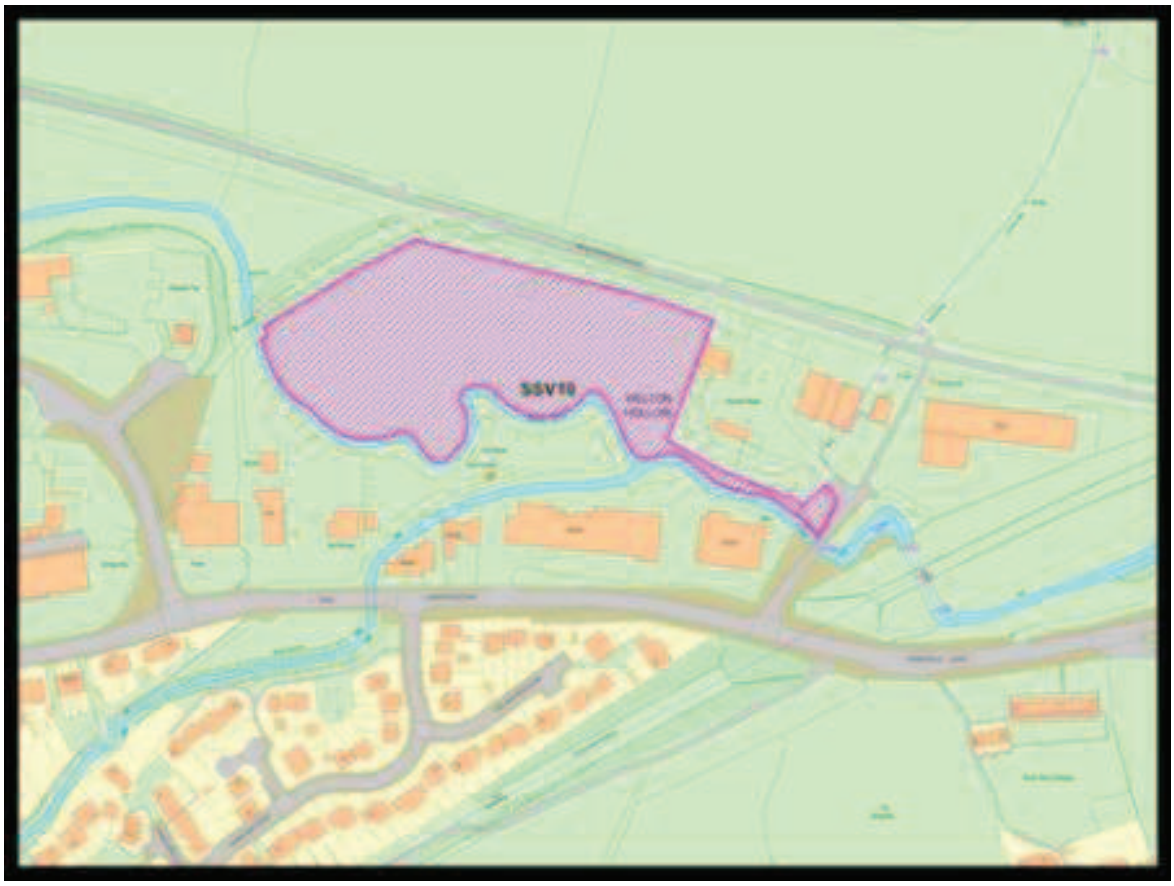
1.265 There is potential to improve the provision of car parking that could be used for both the Town Park and the High Street, helping to reinforce this area as an accessible town centre arrival point. In conjunction with improved pedestrian connections this could encourage greater movement to and from the High Street and greater use of the park and leisure facilities as a combined town centre trip.

1.266 Ecology should be integral to the design of the park. The Five Arches path adjacent to the site is known for commuting and foraging by several species of bat, including Horseshoe Bats.

1.267 The western and southern areas of the site are covered by a woodland Tree Preservation Order. The detailed layout of the park should be informed by the trees and their quality on the site.

1.268 The detailed design should take into account residential amenity. Lighting should not encourage people to gather in the lit areas during unsociable hours.

Former Sewage Works, Welton Hollow



Context

1.269 The B&NES Local Plan allocated the former sewage works at Welton Hollow, Midsomer Norton for employment purposes, and included as part of the Core Employment Area. Development has not yet occurred.

1.270 The Local Plan required pedestrian and cycle links to the Norton-Radstock Greenway and to Midsomer Enterprise Park access road and/or Radstock Road; and satisfactory access from Midsomer Enterprise Park access road or Radstock Road.

Options

1) To reallocate the site in the Placemaking Plan for the same purposes and requirements
2) To de-allocate the site but retain in the Core Employment Area
3) To de-allocate the site and remove from the Core Employment Area. What alternative uses are there?

Land West of Midsomer Norton Enterprise Park



Context

1.271 The B&NES Local Plan allocated land west of Midsomer Norton Enterprise Park for employment purposes, and included as part of the Core Employment Area. Development has partly occurred.

1.272 It is proposed to de-allocate the site but retain within the Core Employment Area to reflect its proposed employment use.

Radstock Town Centre

Context

1.273 Radstock is located on the northern edge of the Mendip Hills in the Wellow Brook valley in the former coalfields of north Somerset. The town lies at the nexus of five steep-sided valleys and the tributaries of the Wellow Brook flow into the town from the north and south.

1.274 The sub-surface geology of the area is complex; of particular interest are the white lias limestones, which give rise to the local building stone of Radstock and contribute markedly to its local identity. Beneath the sub-surface formations are the upper coal measures, which give rise to much of the town's development when the resources were being exploited. Many of the town s houses are situated above the valley floor, perched on the valley sides.

1.275 The topography of Radstock reflects the underlying geology, which made coal mining possible, but also contributed to its eventual collapse due to its uneconomic nature. Surrounded by hillsides and sited at the confluence of the Wellow Brook and its tributaries, the town has a distinct landscape backdrop with the countryside encroaching close to the centre of town. The ridges comprise extensive tree cover, with remnant strips of woodland providing a sense of enclosure and focusing views across the town's valleys to the wider countryside beyond. In addition to this natural tree cover, plantations on the spoil heaps, locally referred to as batches, and quarries form distinctive tree groups on or up to the surrounding ridge tops and reflect the natural phenomenon of the highly folded topography and the intense coal-mining activity.

1.276 The discovery of coal in 1763 led to the development of Radstock as the centre of coal mining activity in northern Somerset until the 1950s. In the mid-nineteenth century there were six large collieries working in the town with further pits to the north and west beyond the main centre. The development of transport was essential to the survival of the coal industry and resulted in the opening of the Somerset Coal Canal. The tramways and the eventual arrival of the railways in 1854 had a significant impact of the morphology of the town with a shift away from the old historic core around the church of St Nicholas, to the hillsides surrounding the coalmines. Although the railways are no longer in use for trains, parts of their original routes have been retained as public footpaths as have the many former collier's paths and narrow gauge tramway routes and branch railways that led from the main railway lines to the collieries.

1.277 The town still retains many important colliery features, and is a rare example of an early industrial landscape where small-scale mining existed in a rural community and has left an important local legacy. This includes engine houses, colliery buildings, huge planted spoil heaps and haulage inclines used to transport the coal. The industrial architecture contrasts sharply with the traditional farming communities of southern Somerset.

1.278 As the size and number of collieries increased in the Radstock area, more people were required and were often housed in small terraces erected by the coal owners. Exceptional groups of these terraces survive and their contribution to the town is unparalleled in their exceptional quality and character. With a shift away from the old medieval core of the town, a scattered settlement developed on the valley sides close to the coalmines.

1.279 The prevalent and traditional building materials reflect the local geology of the area. White lias stone laid as squared coursed rubble is the common building material, Welsh slate pitched roofs are the

dominant roof form, and pennant sandstone is found in boundary and retaining walls. Carved bargeboards emphasise important elevations. It is these locally distinct architectural details that help to shape the character of Radstock, emphasise the town's industrial legacy and impact upon the views into and out of the town contributing significantly to the atmosphere of the town. It is vital that future development within Radstock references and builds upon these qualities; modern development within the centre has generally not been sympathetic to the more ornate, Victorian buildings, lacking their detail and visual variety. This is particularly evident in Fortescue Road where the alien materials and over-simplified proportions of the 1960s shops contrast sharply (and detrimentally) with the Victorian façade on the opposite side of the road.

Strategic Policy Context

1.280 The Core Strategy provides the strategic planning policy position for **Radstock Town Centre (Policy SV3).** The centre is to provide a focus for the neighbouring communities and villages with its local retail offer, job provision and community facilities. Policy SV3 seeks to bring into use the under-used and vacant sites within the town centre, whilst enhancing the public realm, heritage assets and links to / quality of green infrastructure.

Working with Stakeholders

1.281 There are a number of development opportunities within and adjoining the town centre. The Core Strategy provides a high level context but there is a need to work with the community to develop a more detailed vision/set of objectives for the town centre that will form the framework for determining the future use of available or potentially available sites, and the infrastructure measures to mitigate the impacts of development.

1.282 The Council continue to work with Radstock Town Council and key partners on the preparation of policies for Radstock in the draft Plan in 2015. Discussions with the Town Council have highlighted important issues such as improving the town centre environment and retail offer, improving green infrastructure, infrastructure provision, and provision of medium sized industrial units.

1.283 Consultation on the options document will be the vehicle for working with the community and other stakeholders to identify the future use for the sites and key development and design principles which will then be outlined in the Draft Plan.

1.284 The Norton Radstock Regeneration Company (NRR) is a particularly important stakeholder for the Council to work with. The company was created through Single Regeneration Budget (SRB) funding and the Market Towns Initiative by the Regional Development Agency in 2000, and set up as a company independent from the partner agencies and the Council, but required to work in close cooperation with them. They are currently bringing forward a major site in the centre of the town on the former railway land. This development will bring around 190 new homes, 1,000sqm of commercial/retail space, new community space in the retained Brunel Shed, enhancement of green infrastructure and a link through the site to the Colliers Way National Cycle Network and a new pedestrian bridge accessing St Nicholas School from the town centre. Development of the former railway land is phase one for the NRR Company, with the next phase being to use any overage and attracted funding to kick-start regeneration of the area with further projects.

1.285 The NRR Company have provided the Council with their own vision for the town, to build on the benefits of the redevelopment of the railway land.

Norton Radstock Regeneration Company: Their Key Principles for the Future of Radstock

- ***regeneration of the town based upon its strengths: the setting of the town, its industrial history and legacy, the growing interest in the performing arts.***
- ***addressing the needs of the town's people, with more opportunity to shop and work locally and better health facilities.***
- ***an extended and re-enforced retail provision to bolster and secure the role of the town centre***
- ***edge of centre parking areas to free up the central area with good management, and easy pedestrian/disabled access to the central area.***
- ***Pavements, cycleways and walkways designed to facilitate access other than by the private car.***
- ***making full use of Radstock's good access to the national cycleway network, and this along with the heritage legacy should provide a context for regeneration of the town***
- ***facilitate the upgrading of existing facilities to meet growing needs in the revitalised town.***

1.286 Concurrently, the Local Trust is consulting on their 'Big Local Plan' covering Radstock and Westfield. In November 2010 the two areas were awarded £1 million by the Big Lottery under the Big Local programme. This funding is to be spent over a 10 year period to meet needs identified by local residents. The vision of the 'Big Local Plan' is for a community that is participating in its future and working in partnership to make things happen. This will involve unlocking potential, getting people and communities connected and working together, managing the transition from old mining, printing and industrial to social enterprises and small businesses, and building on the ability of the communities to identify and respond to local need.

1.287 The 'Big Local Plan' consultation document recognises the need to work together with the Council on the Placemaking Plan to ensure that the needs and desires of the residents of Radstock and Westfield are fully considered. The 'Big Local Plan' will include the main elements of what will make the physical environment of Radstock and Westfield a great place to be; the Council will work closely with the 'Big Local Plan' team to ensure this happens.

1.288 This consultation provides an opportunity to comment on these initiatives and suggest ways in which the diverse range of stakeholders can work together effectively to meet the objectives of the Core Strategy and meet the needs of Radstock.

Other Potential Development Opportunities

1.289 The options document highlights below several potential development opportunities within Radstock and suggests development and design principles for each site. However, the opportunity also exists to highlight to the Council any other potential development sites that are not currently included. These could include for example the 1960s shops along Fortescue Road which were built in 1968 when the original row of shops associated with the railway station were demolished. The Town Council has highlighted this part of the town centre as being 'extremely dilapidated and well past its sell by date' with 'demolition providing an opportunity for re-use and enhancement of the character of the historic town centre as part of a comprehensive plan for town development'. Redevelopment could offer the opportunity to develop the site alongside the northern element of the railway land development to provide enhanced town centre uses.

1.290 Another site suggested by the Town Council is the Hope House surgery site, which could be converted to retail or offices with flats above. It is understood that the surgery is considering options to relocate within Radstock town centre to a larger and more accessible site. Some of the proposed site allocations below could be a candidate for this relocation, and should be considered alongside the other options discussed.

1.291 The Council is seeking comments on these and any other potential development opportunities during this consultation.

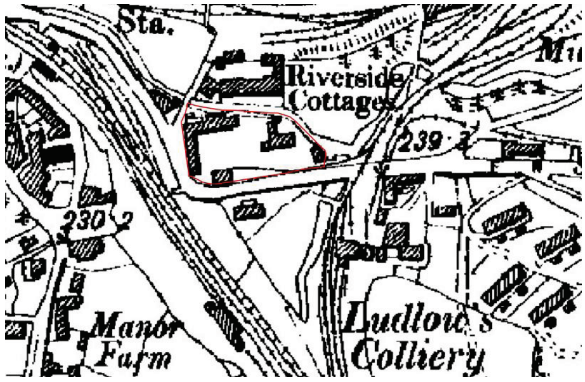
Charlton Timber Yard



Context

1.292 The Timber Yard site is c.0.43ha, bounded to the north and east by the Wellow Brook, and to the south and east by Frome Road.

1.293 This site was until recently the home of Charlton's World of Wood, a former timber yard with ancillary retail use. The site is occupied by a single building, constructed over a considerable length of time in several stages, with a gross floor area of around 2,000sqm. It is predominantly single storey, with a small two storey area in the north / north east part of the site. It is currently being used by Wessex Water as a compound for works being undertaken to Fortescue Road.



Historical Map (1901 Ordnance Survey)

1.294 It is located in a prominent position located on a bend in Frome Road, and is believed to have originally consisted of workshops linked to the collieries, constructed between 1880 and 1930 with subsequent amendments and additions. It is conceivable that some elements of the building are older than this and have been incorporated into the structure.

1.295 Along with the adjacent gabled Co-op building to the north west of the site, the stone landmark buildings and boundary walls are a very important local landmark and have group value which should be retained and enhanced as part of any development. Emphasis should be given to the need for development

to seek a positive and appropriate road frontage to Frome Road, rather than the car dominated frontage at present.



Stone Landmark Buildings

1.296 Once the new Frome Road link being delivered by the Council for the railway land development is constructed, the site will much more closely linked to the existing town centre. Redevelopment provides the opportunity to incorporate town centre uses that complement the existing uses in the town centre, and those being provided by the NRR development.

1.297 The site was considered during the B&NES Local Plan examination as a potential site allocation. The Inspector considered at that point in time that as the site was an active employment use there was no evidence of any requirement for redevelopment, and therefore no reason to include as an allocation. This was still the situation until recently when the site was vacated.

1.298 Ecology is of particular importance in this area due to known bat roosts in close proximity to the site and known bat activity in the area, including Greater and Lesser Horseshoe bats. The tree-line and watercourse to the north and east are likely to be used by the bats.



Wellow Brook Corridor

Vision

1.299 Redevelopment should be a heritage led regeneration scheme, enhancing the Conservation Area, retaining and appropriately incorporating the distinctive historical buildings on site as part of the redevelopment, and form an expansion of the town centre, complementing existing uses.

EMERGING POLICY APPROACH: SSV14

Emerging Development and Design Principles

1. ***Heritage led regeneration scheme which will enhance the Conservation Area. To include suitable materials (including White Lias stone), suitable scale and massing.***
2. ***Mixed use scheme encompassing town centre uses (which complement existing town centre uses) utilising an active ground floor frontage onto Frome Road, and residential (including affordable housing in accordance with Adopted Core Strategy Policy CP9) and/or offices above.***
3. ***Retention of historic stone buildings on site. Along with the adjacent gabled co-op building to the north-west they form very important local landmarks and group value which should be retained and enhanced by new development***
4. ***Incorporation of existing stone boundary wall into scheme***
5. ***Reinstatement of windows within the historic stone buildings on the western boundary that are currently blocked up***
6. ***The Wellow Brook boundary must be protected and enhanced as a bat corridor, with additional***

planting using native species local to the area and no increase to light levels along this boundary. A buffer zone should also be included.

7. ***Bat boxes to be erected with provision of suitable monitoring***
8. ***Provision of SUDS (excluding infiltration techniques)***
9. ***Vehicular access from Frome Road***
10. ***Provision of cycle parking***
11. ***Sound attenuation against external noise***
12. ***Remediation of any land contamination caused by former industrial use***

Options

1) To remain as an unallocated site in its current use
2) Not to allocate, but to include within an extended town centre boundary, acknowledging that when the new road link is completed the site will be much more closely linked to the town centre. This would allow redevelopment for town centre uses but not prescribe what they would be, or include any design principles
3) To include within an extended town centre boundary and also allocate the site for a mix of uses including retail and residential
4) To allocate as an employment site (B2 industrial) to meet the need identified by the Town Council for such units.
5) Should / could the Wellow Brook ecological corridor form a more multi-functional green infrastructure route incorporating a riverside walkway? This would provide an off road, more attractive route for pedestrians walking from Frome Road towards the town centre. There will be the option of a direct walk from the old bridge beside the Rymans site entrance, through our site to the town centre.

Adjacent buildings to draw inspiration from



Hope House



Fortescue House



Victoria Hall

Ryman Engineering Services



Context



1.300 The site is currently in industrial use on a long but narrow piece of land located on Frome Road located between the Norton Radstock Regeneration development to the west and an industrial estate to the east which incorporates former colliery buildings. The majority of the site is scrub land and unused, with a rather rugged and scruffy appearance. Similar to the Charlton Timber site, this site is located adjacent to but outside the town centre boundary and the housing development boundary.

1.301 The site is of local heritage and cultural significance and is an important element, and surviving remnant, of the Somerset coalfields, an intrinsic and significant aspect of Radstock's cultural identity and former historic economic activity employing large numbers of local people. The site comprises former railway sidings, which provided a connection for the collieries to the Great Western railway to the south, and the Somerset Coal Canal tramway to the north. There is surviving fabric and features from this use including tracks and a building constructed in the distinctive locally sourced white lias in common with much of Radstock. The site lies within Radstock Conservation Area.

1.302 Any redevelopment should take into account the historic location of the site, and its dual character as having both an industrial and rural character which should be reflected in the design approach. A successful scheme will reference, reflect and respect the historic character of the site with inspiration taken from surviving historic buildings in terms of scale, style and use of materials and taking account of historic plan form so as to better reveal and present any aspects of significance.

1.303 The owners have expressed a desire to relocate the business to another part of the Somer Valley and redevelop the site. This would meet the desire of Policy SV3 to 'bring into use the under-used and vacant sites' within Radstock. It should be noted that the site was put forward for allocation for residential during the B&NES Local Plan examination, but was rejected by the Inspector because it was in active employment use and there was no evidence for the requirement for redevelopment at that time.

1.304 If redevelopment is accepted at this time, one of the main issues to overcome is the location adjacent to an industrial estate and finding an alternative use that is compatible with this neighbouring use. If the site was to be redeveloped for residential uses, residential amenity will be a key consideration, with the adjacent industrial activity likely to cause a high level of disturbance to future residents through noise and dust. Further evidence is required in the form of a noise assessment to show how this issue could be mitigated. This issue would be avoided if the site were redeveloped as employment land. A further solution would be to include the adjacent industrial estate with the Rymans site as a comprehensive redevelopment site; however, the Council has no evidence to show that the industrial estate is available for development.

1.305 The most significant ecology issue at this site is likely to be the potential for impacts on bats, including the light sensitive greater and lesser horseshoe bat. There is also potential for reptiles and rare invertebrate species on site.

Vision

1.306 Redevelopment should be a heritage led regeneration scheme, which enhances the Conservation Area and incorporates a design approach that reflects the dual character of the site, which is both industrial and rural.

1.307 Miners' terraces are a notable feature of the Ludlows and Tyning coal-mining area, and details should be drawn from these to inform the design. For example, at nearby Waldegrave Terrace and Waterloo Cottage a larger house can be seen at the end of each terrace (as these were occupied by colliery officials). The contribution of these terraces and their gardens to the Conservation Area is unparalleled in their exceptional quality and character, and should be used to inform the design of the Rymans site.

EMERGING POLICY APPROACH: SSV16

Emerging Development and Design Principles

1. ***Around 10 dwellings, including affordable housing in accordance with Adopted Core Strategy Policy CP9***
2. ***Redevelopment will reference, reflect and respect the historic industrial and rural setting and character of the site with inspiration taken from surviving historic buildings in terms of scale, style and use of materials and taking account of historic plan form so as to better reveal and present any aspects of surviving significance***
3. ***This should include the incorporation of white lias limestone into the design of the new buildings laid as squared coursed rubble, and other important materials as specified by the Radstock Conservation Area Appraisal***
4. ***Retention of the surviving rail tracks and preservation of the route of the former railway line within the design of the site. This should serve as the access road which should be designed as a shared space, using sensitive materials***
5. ***The design should not be dominated by highways and parking spaces***
6. ***A through pedestrian / cycle connection should be made with the development of the former***

GWR land to the south, linking to National Cycle network and bridge connection to St Nicholas School

7. ***The two bridges that are located on the north west and south west boundaries of the site linking to the NRR site should be reopened as pedestrian / cycle routes***
8. ***Redevelopment should provide a pedestrian footpath crossing at the access to the site / junction with Frome Road with pedestrian priority***
9. ***Land remediation as necessary***
10. ***Appropriate ecological mitigation to be included for bats, reptiles and invertebrates. Bat flight lines are to be maintained, and there should be zero light spill onto bat flight routes***
11. ***Design should allow space between the access road and the brook which should incorporate a habitat buffer to include tree planting***
12. ***Provision of SUDS (excluding infiltration techniques)***
13. ***Home designs should be designed to maximise environmental benefits such as solar orientation***

Alternative options

1. Allocate the site for small/medium scale employment uses (B1c/B2) to meet the need identified by the Town Council for such units.
2. To remain as an unallocated site in its current use
3. Allocate the site and the adjoining industrial site for a mixed use development of employment and housing which would result in a more comprehensive and satisfactory development. This option cannot be currently shown to be deliverable as the owners of the industrial estate have not indicated that the site is available for redevelopment.

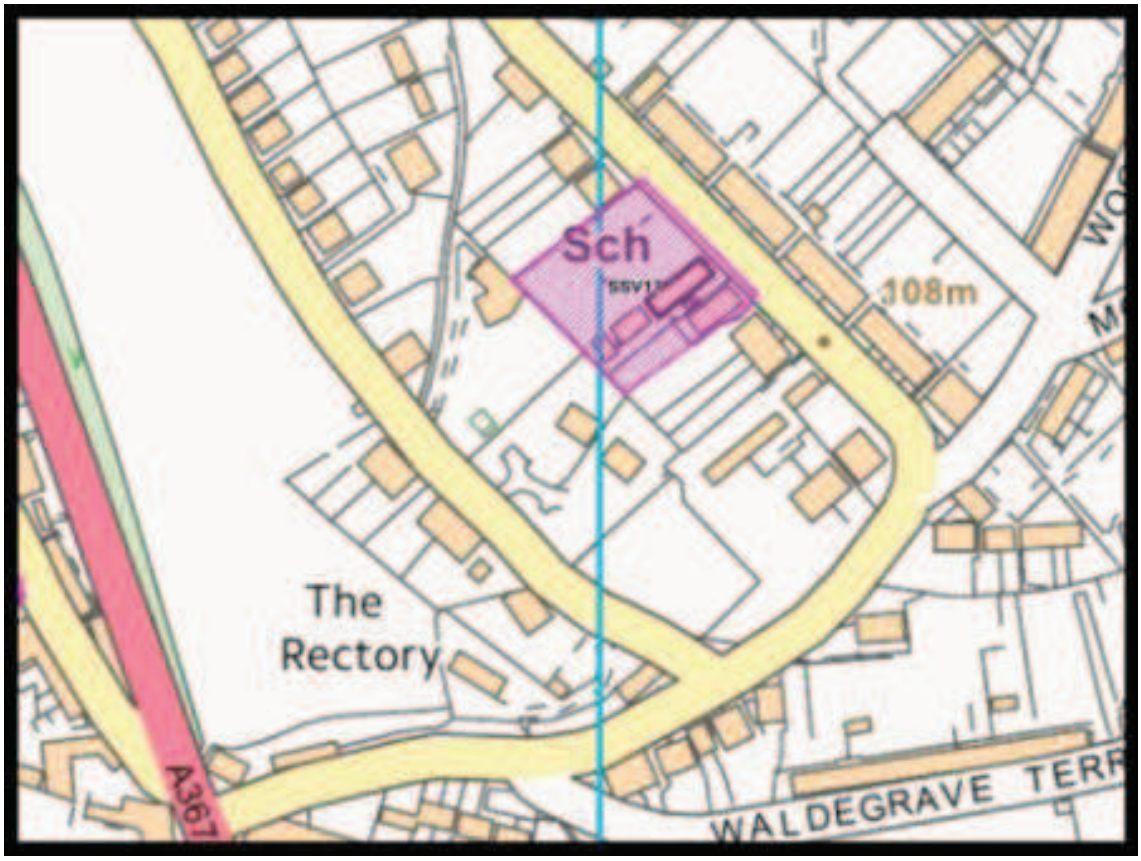
Buildings to draw inspiration from





Terrace on Waterloo Road, Radstock

Radstock County Infants



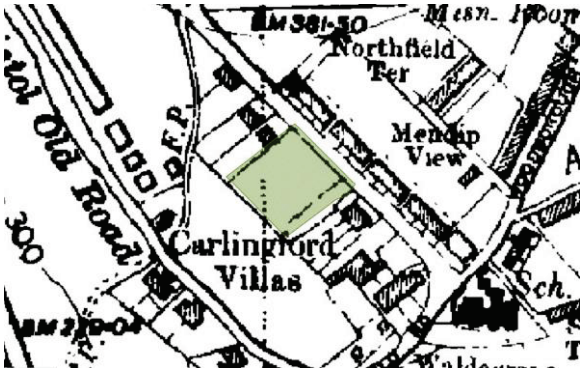
Context



1.309 This site is the former Radstock Primary School, constructed in the mid-20th century and closed in 2005, replaced by Trinity Primary School at Woodborough Lane. The site is vacant and redundant, and within the Housing Development Boundary and Conservation Area. Prefabricated buildings remain on site, which are all single storey pitched roof (asbestos sheeting) structures located along the southerly edge of the site. The remainder of the site has been cleared. The surrounding area is residential, with Bath Old Road to the east and all three off-road boundaries to private residential gardens with 1m high stone walls along the west and north limits of the site. The site slopes steeply from north to south and also from the frontage to Bath Old Road and to the rear.

1.310 The site at present has a neutral effect on the Conservation Area with relatively low scale buildings on the site. Redevelopment offers the opportunity to enhance the Conservation Area. The surrounding area is generally residential and presents a strong character of natural stone, two storey terraced cottages with dressed stone window and door surrounds.

1.311 This site was also considered as a potential option for accommodating gypsy & traveller pitches through the Issues & Options consultation on the Gypsies, Travellers and Travelling Showpeople DPD. However, it was not considered suitable for this use and is therefore, now being considered as a potential allocation for residential use (housing).



1933-1939 OS Map

Vision

1.312 Residential scheme which responds positively to the established character of the immediate area and which enhances the Conservation Area.

EMERGING POLICY APPROACH: SSV17

Emerging Development and Design Principles

1. ***Around 10 dwellings, including affordable housing in accordance with Adopted Core Strategy Policy CP9***
2. ***Development to include a terraced form of development at the frontage of the site consistent with and responding positively to the local area which is characterised by two storey white lias stone terraces facing the road with small front gardens, stone boundary walls and a strong building line. The terrace should be constructed of natural white lias stone with Bath stone opening details to maintain the character and quality of the Conservation Area and stepped in groups to accommodate the site profile***
3. ***Development to the rear of the site should take a less formal approach with dwellings subservient to the dominant main terrace***
4. ***Scale of the new dwellings should be consistent with the adjacent housing, with the ridge heights of the proposed terraces on the site frontage being the same as those of existing properties***
5. ***Shared surface access from Bath Old Road to minimise visual intrusion***
6. ***Car parking and highways should not dominate or dictate the design of the development or dominate the quality of the public realm***
7. ***Provision of landscaping within the site which enhances the development and complements its surroundings***
8. ***Protection of existing trees on the western boundary, including those designated with Tree Preservation Orders***
9. ***Provision of SUDS by using infiltration techniques***

Alternative Options

1) Include live/work units on the rear part of the site to provide an element of employment, consistent with the character of the area
2) As the site is publically owned by the Council, there is opportunity for a more innovative development here, such as development of self-build housing. Should this be considered as an option?

Buildings to draw inspiration from





Terraces on Bath Old Road

Coomb End



Context

1.313 Coomb End links Clandown to Radstock along the floor of a narrow, steep sided valley. It has a more or less continuous mixture of housing, commercial and industrial development along both sides.

1.314 The road is a through route from Radstock town centre to Clandown. It is narrow, barely wide enough for two cars to pass in some sections, and lacking in pavements in places. It can be difficult to use the junction with the A367 at its southern end because of the acute angle, restricted visibility and the volume and speed of traffic on the main road. At the northern end the roads through Clandown are narrow and access to the main road is not easy. Such land that has been redeveloped along Coomb End has been small scale and has produced benefits of footway provision across the frontage.

1.315 The site is located on the east side of Coomb End, approximately 300m north of the junction with the A367 and is occupied by buildings in a variety of commercial uses. There are a number of houses in this part of Coomb End.

1.316 The Local Plan allocated the site for a mixed use development including around 30 dwellings (site NR13). This was to include the provision of a footway along Coomb End Road, with no net increase in traffic congestion or any prejudice to safety at the junction of Coomb End with the A367 in Radstock.

1.317 Part of the northern part of the allocated site has been developed for 5 houses. The remainder of the site has to date not come forward for development. It is likely that the site is in a number of different ownerships. Existing businesses will need to relocate or vacate the site to enable redevelopment. The

SHLAA considers that the site is not deliverable within the next five years, but is developable within the next 10-15 years, and therefore includes the site within the identifiable supply for the Core Strategy period.

1.318 The site is within the Conservation Area. The Radstock Conservation Area appraisal recognises the importance of the Coomb End area with the three collieries of Clandown, Old Pit and Middle Pit, and evidence of this former use in the area. Any development in the Coomb End area needs to relate to this local character and enhance the Conservation Area.

1.319 Fringes of the site along the Coomb End road frontage are within Flood Zone 3. The majority of the site is however outside of the flood zone.

1.320 Development would also need to investigate possible contamination and provide necessary remedial works.

Options

1) Replicate Local Plan Policy GDS1 NR14 in the Placemaking Plan
2) Include as a site allocation but provide more detailed site requirements than NR14 to guide development
3) Include other potential development sites along Coomb End as site allocations. The Mirage Inks site, located at the southern end of Coomb End has been the subject of a recent development proposal (refused because of over-development but with the principle of restoration and conversion of an important heritage asset strongly supported). The SHLAA identifies land to the north of the site as a further potential development site (RAD13)
4) Remove the site as an allocation because of lack of delivery since the Local Plan was adopted.

Former St Nicholas Infant School



Context



1.321 This site is the former St Nicholas Infant School, which lies to the south of Radstock town centre and is adjacent to the public car park. The site is located within the Conservation Area.

1.322 The 19th century buildings are regarded as an important heritage asset to Radstock, which display interesting architectural qualities such as the bell tower, and have been constructed using high quality local materials. English Heritage has described it as a 'handsome, imposing building, predating the 1870 Education Act, which retains its dignified presence on Church Street'. They confirm that the buildings are of local significance which occupy a prominent place in the streetscape, and make a positive contribution to the Conservation Area.

1.323 The buildings have a direct, physical, visual and historical connection with the adjacent Church of St Nicholas and together as an ensemble of historic buildings they make a significant and positive contribution to what is the historic core of Radstock and the Conservation Area and make a positive contribution to the local scene, are locally distinctive and reinforce the sense of place and local character of the Conservation Area.

1.324 The site has been subject of recent planning applications to demolish the buildings for redevelopment, with the applicant stating that the building is not safe and should be demolished for safety reasons.

1.325 The Council has refused these applications, and believes that the buildings are capable of meaningful adaption and reuse for a variety of purposes, the most viable of which would appear to be residential. Recent examples of similar conversions in the district include the Temple Infant and Primary school sites in Keynsham. If the buildings were demolished, the harm to the Conservation Area caused by the loss of the historic fabric would be considerable.



St Nicholas Church

1.326 Bats are roosting within the building. Redevelopment would need to provide appropriate ecological mitigation.

Vision

1.327 Restoration and reuse of the 19th century buildings for residential use, harnessing the heritage of the site, which will greatly enhance the Conservation Area and form a key part of the regeneration of Radstock.

EMERGING POLICY APPROACH SSV20

Emerging Development and Design Principles

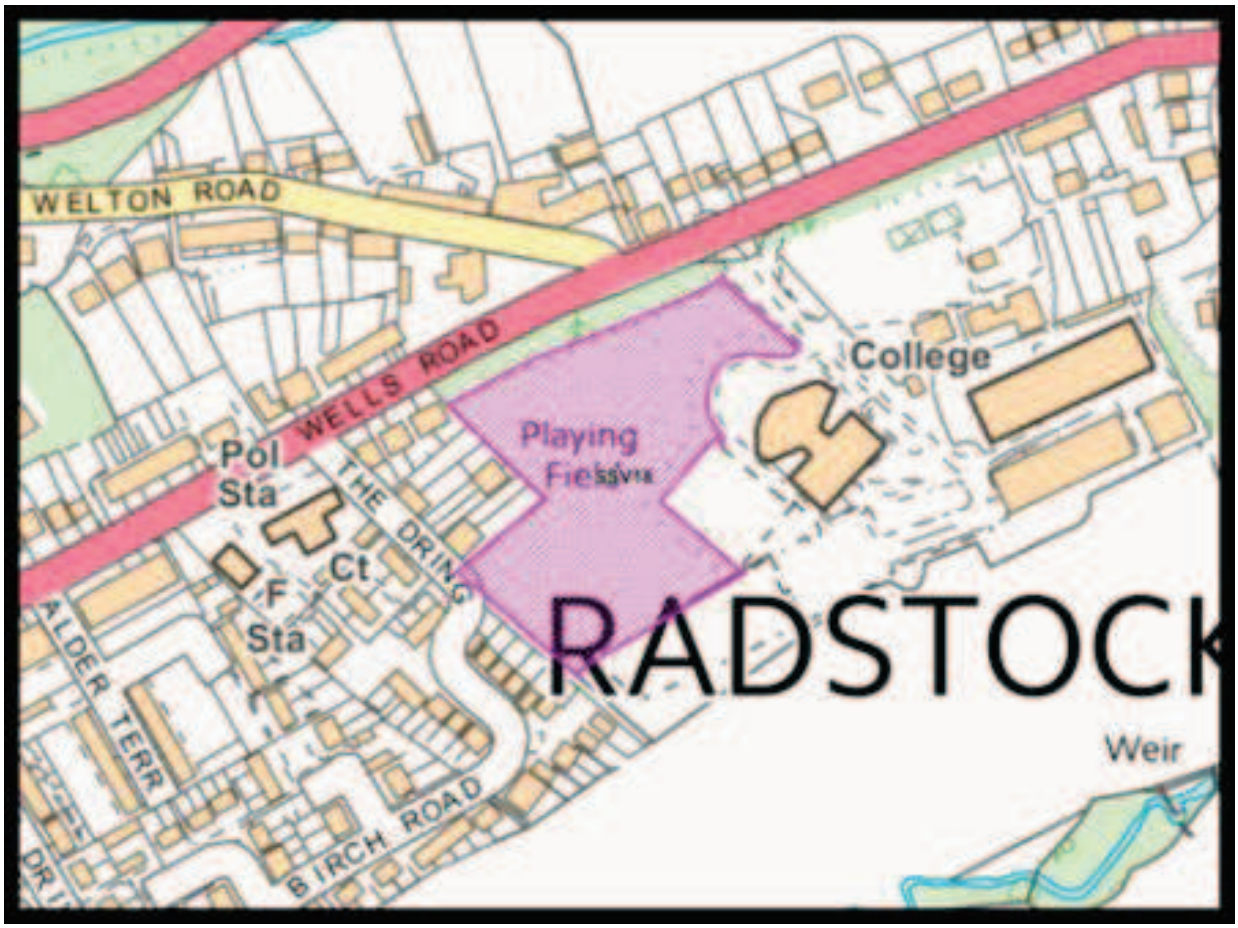
1. ***Conservation and reuse of the 19th century buildings as part of a residential development***
2. ***Development should enhance the Conservation Area***
3. ***Appropriate ecological mitigation to be included for bats***

Westfield

1.328 The Parish of Westfield lies between Midsomer Norton and Radstock. It is intrinsically linked to these two settlements but has its own separate identity. It is an important base for services for the population centres of the old Somerset Coalfield area, and hosts important facilities such as Radstock College and Westfield Industrial Estate. There have been a high number of small housing developments in recent years, and one significant project at the former Alcan factory site which is currently being constructed. There are however only a small number of local shops in the immediate area at Westfield local centre.

1.329 The Placemaking Plan will focus on potential development sites such as the college grounds and the land adjacent to the St Peters Factory site.

Radstock College





View from the access road looking west across the site



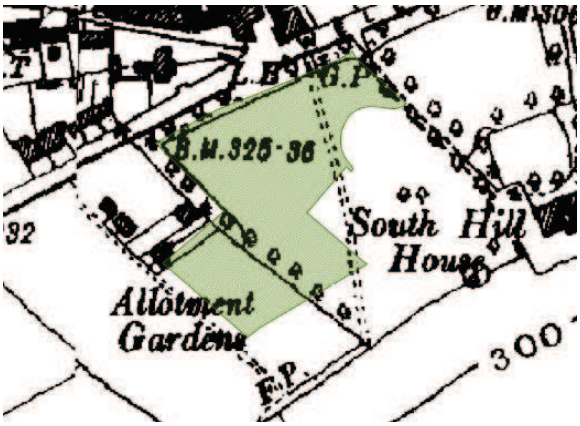
Current Educational Buildings

Context

1.330 Radstock College is a small general Further Education College which has its main site within Westfield Parish. The College has undertaken a major transformation of its Estate and learning environment through a 20 year Capital Investment programme replacing a single 'unfit for purpose' steel framed and clad 1959 building and 42 temporary Elliot blocks with a high quality modern learning

environment. This has included the provision of an ICT infrastructure and well-equipped learning spaces, professional and industrial standard workshops and practical training facilities. Some £10 million has been invested since 1994 to provide new engineering workshops, a Construction Centre incorporating Green Skills (low carbon) workshop alongside a Centre for Vocational Excellence in Care and new Land-based facilities for Horticulture, Animal Care, Equine Studies and Veterinary Nursing.

1.331 The College is seeking to dispose of what it considers to be surplus land within its ownership which will assist it to recapitalise following the completion of the renewal of the aforementioned educational buildings. A recent report published by the Department for Innovation & Skills in 2014 found the College to be in a weak financial position. The College has posted deficits in each of the last three years. A significant deficit is anticipated for 2014/15 which would put severe pressure on the college's cash position. The Department has placed the College into Administered College status. The Department have recommended that the College increases the urgency with which it pursues the possibility of a land sale; should there be difficulty in achieving this College will require advances of funding from the Skills Funding Agency until the land sale is concluded. Selling College land to a developer appears the only reasonable option for the College to pursue. To this end, several pre-applications have been submitted by the College to the Council for redevelopment of the site for residential development.



1920-33 OS Map Showing Historic Footpath



SNCI areas to the north and south

1.332 The site comprises playing fields adjacent to existing College buildings to the east, open fields and flood plain (a SNCI) associated with Waterside, a tributary of Wellow Brook to the south, existing houses on the Ding to the west, and Wells Road to the north.

1.333 The site is adjacent to but outside the housing development boundary and Conservation Area, but is designated as a playing field in the Local Plan. The site forms part of the Council's five year supply of housing as shown in the SHLAA.

1.334 The playing fields are currently protected by saved Local Plan policy SR.1A. There may be circumstances where the development of existing recreational land can be justified, but in such cases the existing facility will have to be suitably enhanced or appropriate alternative provision found elsewhere to recompense the loss.

1.335 Trees should be retained along the Wells Road, western and eastern boundaries. Building scale and height should not cause an intrusion into views from the south east, and redevelopment should enhance the setting of the adjacent Conservation Area and Listed Buildings. A former public right of way which ran from Wells Road to the south should be reinstated. Sport England will need to be consulted as redevelopment would result in the loss of playing fields.

1.336 Loss of car parking for the College should also be considered when determining the appropriate site boundary. Sustainability is a key corporate priority for the College; therefore redevelopment offers the opportunity for the College to showcase this aspect by delivering a sustainable development in line with Core Strategy Policy CP2.

Vision

EMERGING POLICY APPROACH: SSV18

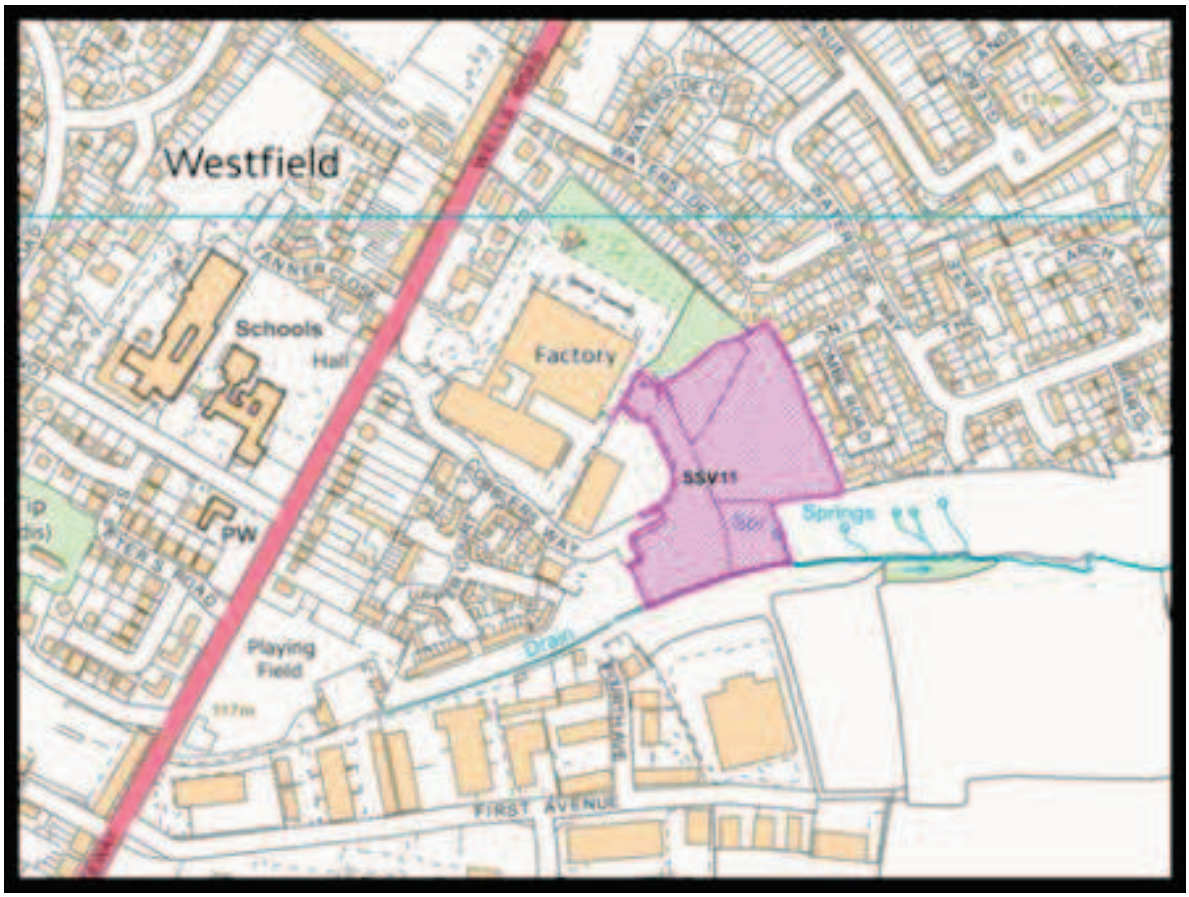
Emerging Development and Design Principles

1. ***Around 50 dwellings Retention of trees fronting A367, western and eastern boundaries***
2. ***Building scale and height should not cause intrusion into views from south east***
3. ***Reinstatement of public right of way linking Wells Road to Waterside***
4. ***Enhance setting of adjacent Conservation Area and Listed Buildings***
5. ***To include an area of high quality public open space***
6. ***Upgrade of access road from Wells Road to appropriately accommodate new development and which does not negatively impact on access to the College***
7. ***Design of new internal roads to be in accordance with the guidance of Manual for Streets 1 & 2, incorporating shared space***
8. ***Access for emergency vehicles and refuse collection must be available***
9. ***Development must not result in displaced car parking onto adjacent streets***
10. ***Provision of SUDS by using infiltration techniques***
11. ***Suitable off site replacement of recreational land or enhancement of existing off site recreational land to compensate for the loss of the playing fields***

Alternative options

1) To include employment uses as a more mixed use development. Units for start-up businesses connected to the College would be a fitting legacy for the College to provide to the area.
2) To remain as an unallocated site in its current use (playing field)
3) To amend housing development boundary to include site, but do not allocate
4) Can the site do more to include green infrastructure to improve links between the Waterside / West Hill Gardens SNCI to the south and Norton Radstock disused railway line SNCI to the north?

St Peter's Factory / Cobblers Way



Context

1.337 This site was an area of former quarrying and limekiln operations, and formed part of Local Plan allocation GDS.1 NR4 for a mixed use development for residential (100 houses by 2011) and business uses (B1, B2 and B8) with associated site requirements.

1.338 The majority of the Local Plan GDS site gained permission in 2008 for 107 dwellings and commercial development which has since been completed. The remainder of the site has not currently got planning permission, and in 2011 the GDS policy was not 'saved' by the Secretary of State. The site is therefore not currently allocated for development, and lies outside of the housing development boundary.



Existing employment units

1.339 The site is bounded to the north by an area of woodland, and to the east by residential development along Lincombe Road. To the north west the site is bounded by commercial and industrial units and to the south by the Waterside Valley and open countryside. The site is connected to the wider landscape by trees and hedge lines. In the main the site is laid to grass and relatively level with the land dropping away to the south into the valley where the boundary is bordered by a watercourse.

1.340 The site is of high ecological value having been identified as an important post-industrial site with particular value for bats, reptiles and invertebrates. The site also needs to carefully consider the relationship between the surrounding employment uses to the west, the current residential area to the east, and the Waterside Valley and open countryside to the south. These considerations place a limit on the amount of development that the site can accommodate.



Site sloping to Waterside stream



Existing site

Vision

1.341 Mixed use development with new homes and new employment floorspace which works in harmony with the site by incorporating multi-functional green infrastructure space as a key component.

EMERGING POLICY APPROACH: SSV11

Emerging Development and Design Principles

1. ***Around 30 dwellings (including affordable housing in accordance with Adopted Core Strategy Policy CP9) and employment floorspace***
2. ***Vehicular access from Cobblers Way***
3. ***Pedestrian and cycle access from Lincombe Road***
4. ***In the southern part of the site residential development is to face the open countryside setting of the Waterside Valley, with development keeping well back from plateau edge***
5. ***Enhancement of the Waterside stream at southern boundary including restoration and buffering of the stream channel, provision of a recreation route along the route of stream linking with existing public rights of way, with marshy grassland to be created near the stream for invertebrate interest and an area set aside for wildflower meadow creation***
6. ***Retention and strengthening of tree belts (including the row of ash trees adjacent to the western boundary) and hedgerows around the perimeter of the site as commuting routes for bats, using native species local to the area, filling in gaps where present. Dual purpose to act as noise barrier between site and adjacent industrial uses, and as a buffer to safeguard the residential amenities of housing development to the north east. The end result will be a multi-functional green infrastructure network, incorporating a diverted public footpath CL24/107, linking the Waterside stream to the south with the woodland to the north.***
7. ***In addition to the above, planting of native tree species local to the area within the site as part of the landscape strategy for use of bats as part of foraging grounds***
8. ***Lighting on site to be LED type using downward deflectors and facing towards the development to protect bat commuter routes. Dark corridors to be in place to protect bat feeding and***

commuting routes around the sites perimeter.

9. ***Bat boxes to be erected within the site with provision of suitable monitoring***
10. ***Refuges to be created and maintained in suitable areas on the edge of and/or adjacent to the site for reptiles. Reptile fencing to be erected around the construction zone in the spring prior to work commencing which should be maintained through the construction period. Reptiles on site to be translocated to refuge areas prior to construction commencing to ensure that all the population is captured and relocated.***
11. ***Protection of minor aquifer underlying the site***
12. ***Provision of SUDS by using infiltration techniques***

Options

1) An alternative option is to replace the employment area with additional housing. This would raise the residential capacity of the site to around 40 dwellings.

Paulton and Peasedown St John

1.342 Paulton is located along the west end of a long, gently undulating limestone ridge with Peasedown St John at the eastern end. The ridge separates the Cam Brook from the Wellow Brook and River Somer valleys.

1.343 The southern part of Paulton is set back from the edge of the ridge so little of the village is seen from the Somer Valley. The village has spread down the gentler northern slopes of the Cam Valley. Located on the lower slopes the former printing works dominated the village and the valley landscape. Over the last few years these buildings have been replaced by new housing being built by Barratt Homes and Bovis Homes. The village is framed by attractive countryside. The village has a proud coal mining and industrial heritage which is reflected in its buildings and landscape.

1.344 Peasedown is a large village located to the east of Paulton, and also has a proud mining past. The main settlement is aligned along the same ridge as Paulton, which follows the line of the Fosse Way Roman Road. The small hamlet of Carlingcott existed before the large 19th century expansion when the Somerset coalfield was expanded as the Industrial Revolution increased demand for coal. By the second half of the 20th century there were at least six collieries within 3km of Peasedown St John. The evolution of the village did not end with the closure of the coal mines in the 1950s; two periods of construction in the 1950s/60s and early 2000s involved the construction of large numbers of new homes. The southern boundary of the village is now formed by the Peasedown by-pass. Bath Business Park is located to the south east and is now nearing full occupation.

1.345 Both Paulton and Peasedown have accommodated large numbers of new dwellings in the recent past; a recent planning permission for large scale development at Greenlands (Peasedown) will add to this number in the future. Because of this, and because additional greenfield sites adjoining the Somer Valley settlements of Midsomer Norton, Radstock, Westfield, Paulton and Peasedown St John do not need to be allocated in the Placemaking Plan in order to meet the Core Strategy housing requirement, no housing sites are identified for inclusion within the Placemaking Plan.

1.346 One site which does need to be consulted on is the Old Mills employment site which was allocated in the Local Plan. This site is situated to the west of Midsomer Norton, but falls within Paulton Parish. One issue that needs to be considered is job growth within the Somer Valley as a whole; this consultation gives the opportunity for.

Old Mills Industrial Estate





1.347 A large area of land has been identified / allocated in the B&NES Local Plan for an extension to the Old Mills industrial estate to the north of the A362. The main justification for allocation is to provide a long term supply of new employment land to boost jobs in the area in light of the high levels of out-commuting. This land also provides the opportunity for some of the older factories in less suitable locations to relocate locally instead of leaving the area. However, the site has not yet come forward for development since its allocation and the Placemaking Plan provides the opportunity to review the allocation alongside other possible options. The Core Strategy seeks to boost economic growth in the Somer Valley but recognises that growth is likely to be modest, although there is always an argument for more choice and competition on the supply side and this allocation can provide a long term supply of employment development opportunities. The site may also facilitate the relocation of a large employer within the area.

1.348 The NPPF (paragraph 22) advises that Councils should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Further, where an existing allocation for an employment use loses credibility, applications for alternative uses should be treated on their merits having regard for the need for other uses. This could mean that if the Council accepts the principle of development on the site, and therefore the landscape harm, for employment uses, then if the rationale for that use falls away, the site could become a contender for some other use, most likely housing.

EMERGING POLICY APPROACH: SSV9*

Emerging Development and Design Principles

1. ***Development for business uses within uses B1, B2 & B8 of the Use Classes Order***
2. ***Major landscaping to mitigate the impact on the surrounding countryside and nearby residential properties***
3. ***Protection, diversion or undergrounding of overhead electricity lines***
4. ***Improvements to A362 including its realignment and associated traffic management measures to A362 & Langley's Lane to ensure safe access to the site***
5. ***Provision of community facility to meet the needs of workers***

**This approach takes forward the Local Plan allocation*

Alternative options

1) retain the current allocation
2) retain the current allocation but with reviewed site requirements
3) identify a smaller employment allocation
4) have no allocation at all, seeking alternatives elsewhere in the Somer Valley if appropriate to do so

Are there alternative sites that could provide employment floorspace in the wider Somer Valley area?

Local Green Space in the Somer Valley

1.349 No Local Green Space allocations have been identified in the Somer Valley to date by local communities. This consultation provides the opportunity for local communities as represented by the relevant town and parish councils in the Somer Valley to consider whether they wish to promote any green spaces for designation. The starting point could be to review the green open spaces previously safeguarded in the existing Local Plan.

1.350 The local community will need to clearly show how each green space put forward meets the three criteria set out in the NPPF relating to proximity and importance to the local community and the physical extent of the space (see Part 1: Development sites introductory text on page 6).

Rural Areas

Context

1.351 In line with national policy and sustainability principles, the Core Strategy seeks to restrain new development in rural areas in comparison with the urban areas, although provision is made to meet local needs, such as affordable housing, and to benefit the rural economy. New development is focussed at those settlements which have a range of local facilities, good public transport access and community support. The strict controls relating to development in the Green Belt will continue to apply.

The Core Strategy currently sets out housing expectations in rural area of around 1,100 dwellings over the Plan period of 2011-2029. To deliver this growth in the rural areas the Core Strategy has a number of policies which will be applied to the villages within the District.

Core Strategy Policy RA1

1.352 At the villages outside the Green Belt, proposals for residential development of a scale, character and appearance appropriate to the village and its setting will be acceptable within the Housing Development Boundary (HDB) provided the proposal is in accordance with the spatial strategy for the District and the village has at least three key facilities within the village and at least a daily Monday to Saturday public transport service to main centres. The villages classified as RA1 will each accommodate approximately 50 dwellings over the Core Strategy period of 2014 to 2029. The figure of about 50 dwellings is in addition to small scale windfall sites (including in-fill development) within the HDB.

Core Strategy Policy RA2

1.353 To complement Policy RA1, some limited residential development of around 10-15 dwellings will be allowed in those villages not meeting the criteria of Policy RA1 and located outside the Green Belt. Through Policy RA2 such development will be permitted within the HDB however if no sites are available the HDB will be reviewed to include a site or sites to provide between 10 and 15 dwellings. This figure is also in addition to small in-fill development and wind-fall sites.

Villages excluded from the Green Belt

1.354 There are a number of larger villages that are '*excluded from the Green Belt*'. At these villages a Green Belt inset boundary is defined, which generally follows the existing built up limits of the village and in many instances is co-terminus with the HDB. Housing development opportunities can come forward within the HDB at these villages. Opportunities outside the HDB are limited and need to be considered in the context of Green Belt policy. There are currently no exceptional circumstances to change the Green Belt boundary in order to enable housing to come forward. Therefore, the villages excluded from the Green Belt may not be able to deliver the number of dwellings envisaged through Policies RA1 or RA2 and therefore, no such allowance or expectation is included in the housing land supply.

Villages 'washed over' by the Green Belt

1.355 There are also a number of villages in the district that are '*washed over'* by the Green Belt, which means that restrictive Green Belt policies apply within them. As set out in Policy HG.6 of the B&NES Local

Plan within the defined HDB only limited infilling, partial or complete redevelopment of a brownfield site or sub-division of an existing dwelling is acceptable, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including the settlement in Green Belt. Policy HG.6 still accords with the NPPF and needs to be replaced by a similar policy in the Placemaking Plan. There is also an opportunity to review the HDBs for these villages.

Employment

1.356 In addition to housing the Core Strategy also encourages the provision of additional employment in the rural areas. Proposals at RA1 or RA2 villages located outside the Green Belt or excluded from the Green Belt for employment development of a scale, character and appearance appropriate to the village and its setting will be acceptable within and adjoining the housing development boundary on land outside the Green Belt. Main centres both within and adjoining the District will continue to fulfill needs for comparison retail, a wider range of facilities, community leisure and cultural activities.

Background

1.357 Consideration of the site allocations in the rural areas to meet the requirements of the Core Strategy has been progressed through work undertaken with the Parish Councils. The Placemaking Plan will also identify local green spaces and review the housing development boundaries of each village. The site allocation options and local green space designation options set out below have been informed by the work undertaken by the Parish Councils, which has been carefully reviewed and, where necessary, supplemented by B&NES Council.

1.358 In line with the NPPF and the Core Strategy, the Council has sought to put forward deliverable development options that will ensure much-needed homes are provided whilst protecting and enhancing the character of the villages.

Local Green Space Designations

1.359 In addition to work undertaken on potential site allocations all Parish Councils and Town Councils were asked to identify assets to be protected, focussing on locally important green spaces. These areas should be of importance to the local community and need to meet the three criteria set out in the NPPF relating to proximity and importance to the local community and the physical extent of the space (see Part 1: Development Sites introductory text, page 6).

1.360 Those green spaces submitted by Parish Councils are presented below for public consultation as options for designation in the Draft Plan. B&NES Council has reviewed the green spaces put forward against the NPPF criteria. The Council's view and recommendation regarding potential designation in the Draft Plan is outlined below. Anybody can make comments during the consultation process and these consultation responses will be considered before a green space is proposed to be formally designated in the Draft Plan.

1.361 Not all parish and town councils have put forward spaces for Local Green Space designation at this stage. There is still an opportunity for these local communities to propose local green spaces during this consultation for inclusion in the Draft Plan.

1.362 Set out below are options for both site allocations and local green space designations where they have been submitted for each village.

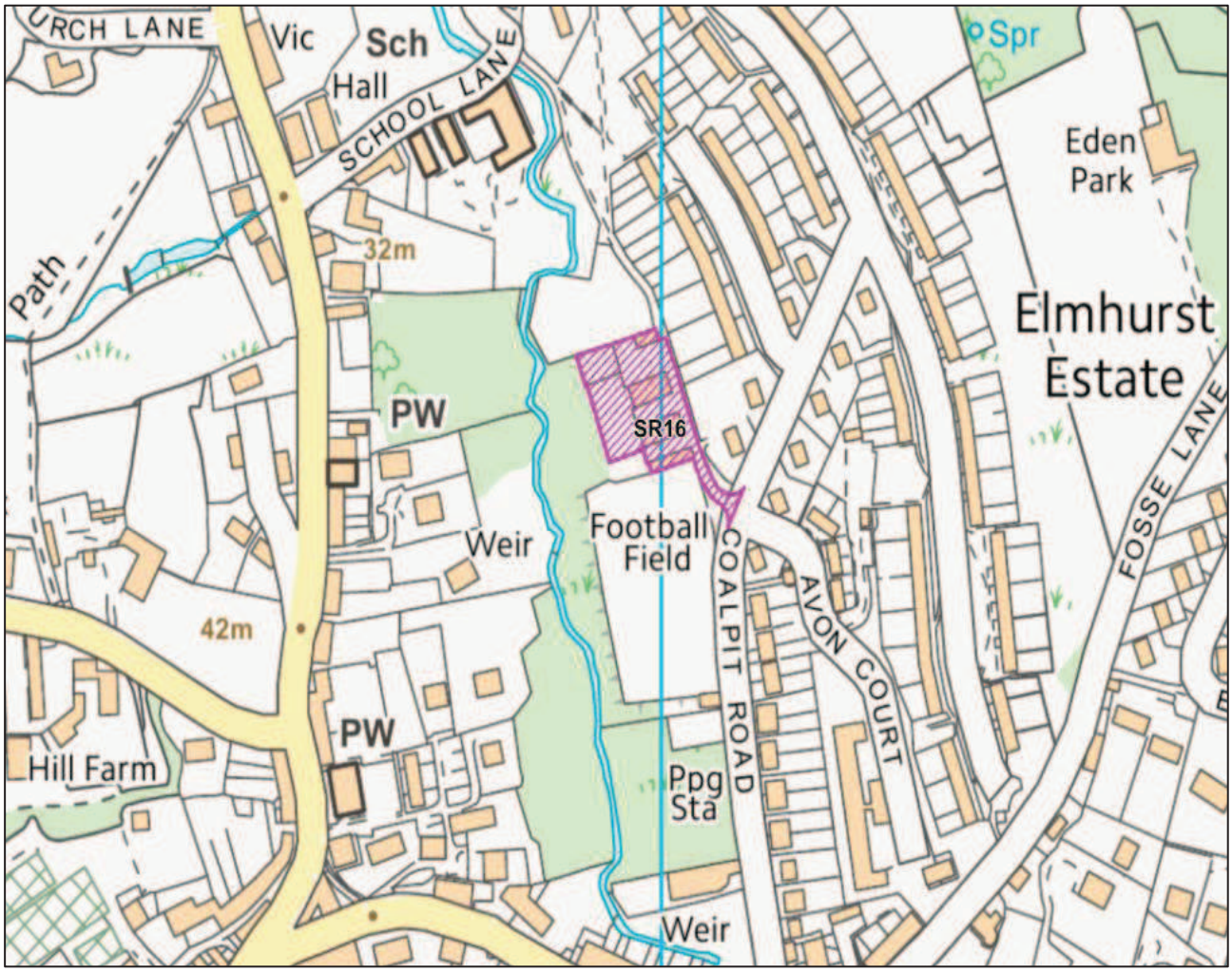
Batheaston

Context

1.363 The Parish of Batheaston is two miles east of Bath City Centre and is surrounded by Green Belt. St Catherine's Brook, an important wildlife corridor, runs alongside the London Road East and the High Street. The historic core of Batheaston is designated as a Conservation Area

1.364 Batheaston has been identified as a RA1 village however it is excluded from the Green Belt and is in the Cotswolds Area of Outstanding Beauty.

Site Allocation Options



Emerging preferred approach

1.365 The emerging preferred option for development in Batheaston is SR16, the lock up garages on Coalpit Road. This site is a Parish Council and B&NES preferred option. The site is 0.2 hectares and could accommodate approximately 5-10 dwellings.

SR16: Context

- The site is in a central location and is surrounded by two storey semi-detached dwellings on the eastern boundary. There is a children's play area to the north and to the south the village football pitch. The western boundary has a concrete five aside football pitch and access onto the St Catherine Brook.
- The site is covered by four blocks of garages and is covered by concrete which are used for storage purposes.
- The site is close to the villages amenities including the school and shops and is adjacent to the villages football pitches.
- The western boundary has been identified as a green lung and is important for the setting of the adjacent historical assets.
- Batheaston Church of England Voluntary Controlled Primary School is land locked and therefore there is currently no capacity to expand the school. There is no available spare capacity in any adjacent school. In order for the site to be deliverable a solution will need to be found to the educational issue and funded through development.
- The western edge of the site is on the edge of a Flood Zone 2 and a Flood Zone 3a area and therefore a Flood Risk Assessments would be required.
- The site is within the Bath Hot Springs Risk Area and this will require further investigation.

Vision

- A sensitive design will be required which enhances the setting of the conservation area and enhances the 'green lung' adjacent to the site.
- A development on this site could incorporate the physical links to the green space and enhance the Batheaston Conservation Area.

EMERGING POLICY APPROACH SR16:

Development & Design Principles

1. ***5-10 dwellings.***
2. ***Building materials should reflect the local materials.***
3. ***Open space should be retained on site to ensure there is no harm to the setting of the conservation area.***
4. ***Sensitive design of the housing and gardens will be needed to prevent encroachment on tree canopies and the important wildlife corridor of the Brook.***
5. ***Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development.***
6. ***Ensure that development would not be harmful to the mature trees and woodland on the boundaries of the site.***
7. ***Maintain or strengthen the integrity and connectivity of the Wildlife Network.***
8. ***A SUDS must be integrated at an early stage into the design of the site with opportunities taken to maintain or enhance biodiversity.***
9. ***Provide natural surveillance over the adjacent open space.***
10. ***The public right of way (ref: BA2/34) on the site will need to be safe guarded in any development proposal.***

Alternative Options

1) There are no other options for development as all other sites lie within the Green Belt and would therefore be contrary to Green Belt policy.

Bathampton

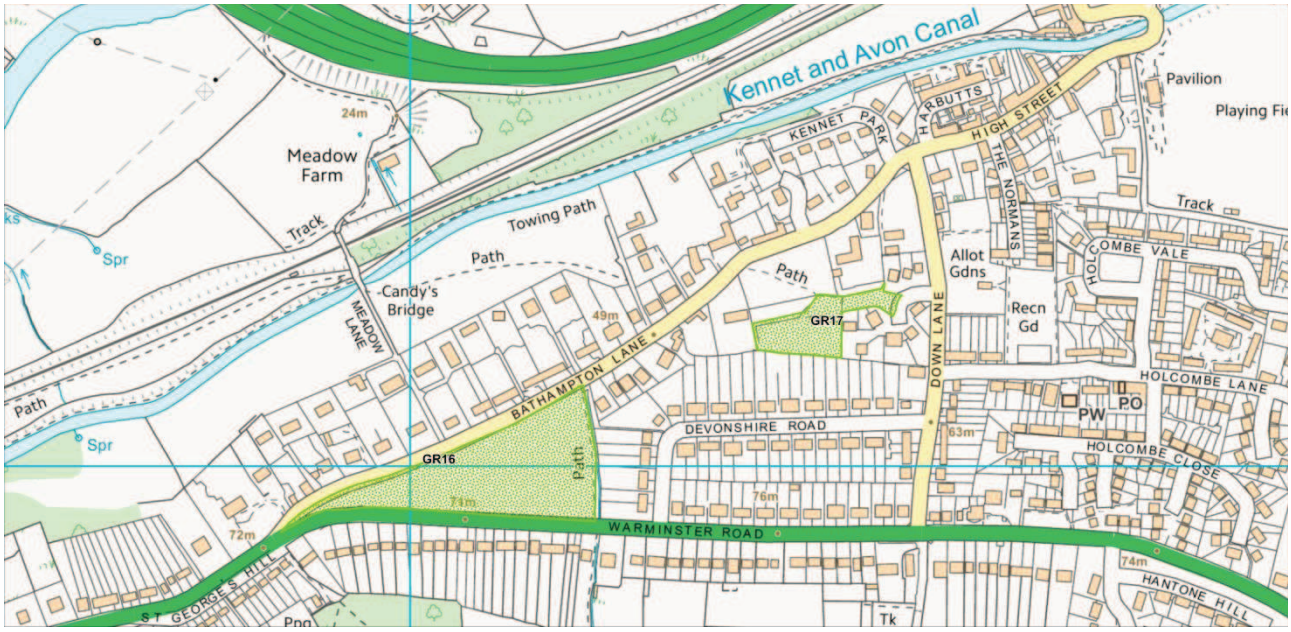
1.366 Bathampton has been identified as a RA1 village however it is excluded from the Green Belt and the eastern side of the village is in the Cotswolds Area of Outstanding Beauty.

1.367 There are no proposed options for site allocations within Bathampton. During the Placemaking Plan period development could come forward within the HDB. Any potential site would be considered on its individual merits against national and local planning policy.

Local Green Space Options

1.368 Bathampton Parish Council identified two potential Local Green Spaces (listed below). These have been reviewed by B&NES Council against the NPPF criteria. The Council's view and recommendation at this stage, regarding potential designation in the Draft Plan, is outlined below:

1. Local Green Space GR17 is the Land adjacent to Miller Walk in Bathampton
2. Local Green Space GR16 is the triangular piece of land accessed of the Warminster Road.



Proposed Local Green Space GR17

1.369 Local Green Space GR17, is the Land adjacent to Miller Walk in Bathampton.

1.370 GR17 accords with NPPF paragraph 76-78 for the following reasons:

- GR17 is located within the Bathampton HDB and is in the heart of the community and close to the village facilities.
- GR17 lies within the Cotswold Plateaux and Valleys Landscape Character Area, the Cotswolds AONB, within the World Heritage Setting and immediately adjacent to the Bathampton Conservation Area forming an important part of its landscape setting.
- GR17, particularly the northern half appears like a village green within the heart of the village and enhances the row of Listed cottages on the north side of Bathampton Lane.
- The undeveloped slopes are an important characteristic of Bathampton.
- The green space was subject to a planning application for housing which was dismissed (APP/F0114/A2139096) as the site makes a contribution both to the openness of this part of the settlement and to the setting of the Conservation Area.
- The site is 1.1ha in size and is not considered to be an extensive tract of land.

Proposed Local Green Space GR16

1.371 Local Green Space GR16, is the triangular piece of land accessed of the Warminster Road.

1.372 GR16 accords with NPPF paragraph 76-78 for the following reasons:

- GR16 is located within the Bathampton HDB and is in the heart of the community and close to the village facilities.
- Site lies within the Cotswold Plateaux and Valleys Landscape Character Area, the Cotswolds AONB, within the WHS Setting and immediately adjacent to the Bathampton Conservation Area forming part of its landscape setting.
- From across the Avon Valley to the north the site forms part of the patchwork of open hillside extending down into development which is characteristic of the Bath World Heritage Site Setting.
- The site has been subject of two dismissed appeals, (September 1998: T/APP/F0114/A/98/296527/P7) and November 2007 Appeal Ref APP/F0114/A/07/2038358). The Appeal Inspector stated that: "I consider that the appeal site has the potential to make a contribution both to the openness of this part of the settlement and to the setting of the Conservation Area."
- The site was identified in the 1984 Bathampton Designated Conservation Area as one of two designation fringe areas which are of considerable importance to the setting of the conservation area. The site is 2.2ha in size and is not considered to be an extensive tract of land.

Bathford

1.373 Bathford has been identified as a RA1 village however it is excluded from the Green Belt and the eastern side of the village is in the Cotswolds Area of Outstanding Beauty.

1.374 There are no proposed options for site allocations or local green space designations within Bathford. During the Placemaking Plan period development could come forward within the HDB. Any potential site would be considered on its individual merits against national and local planning policy.

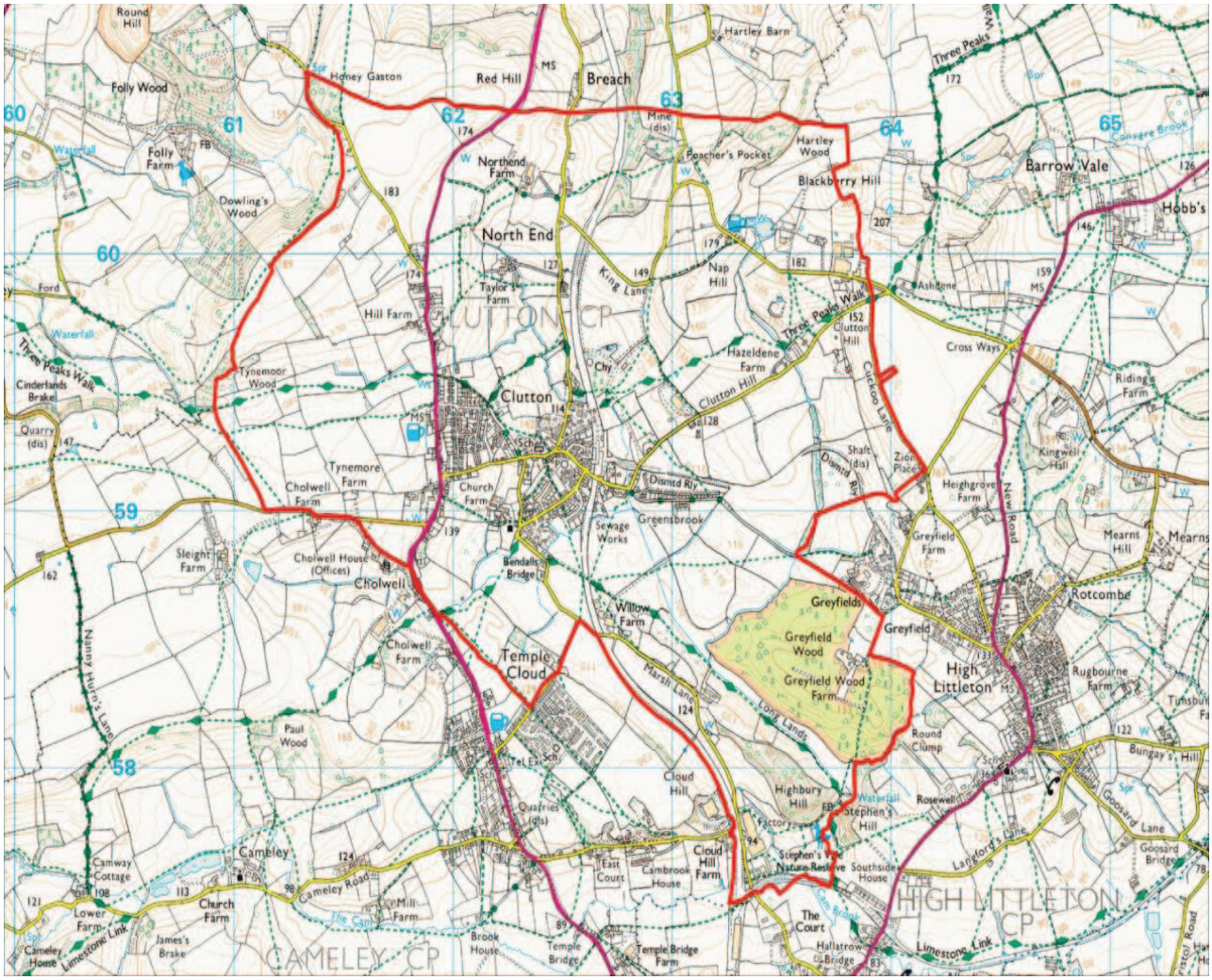
Camerton

1.375 Camerton has been identified as a RA2 settlement. Camerton Village is set within the Cam Valley and the historic Core of the village is designated as a Conservation Area".

1.376 There are no proposed options for site allocations or local green space designations within Camerton due to landscape and highways issues that cannot be satisfactorily mitigated. During the Placemaking Plan period development could come forward. Any potential site would be considered on its individual merits against national and local planning policy.

Clutton

1.377 The Localism Act introduced a new tier of statutory plans to be prepared at the neighbourhood level by parish councils. These Plans form a legal part of planning policy and must follow a formal process. Clutton Parish was formally designated as a Neighbourhood Planning Area on 27th August 2013.



1.378 The Clutton Neighbourhood Development Plan will be used to set out more detailed priorities for development at a local level, consistent with the more strategic vision for the wider area set in the adopted Core Strategy. The Neighbourhood Development Plan will be focusing on the following policy areas:

- Housing and Development

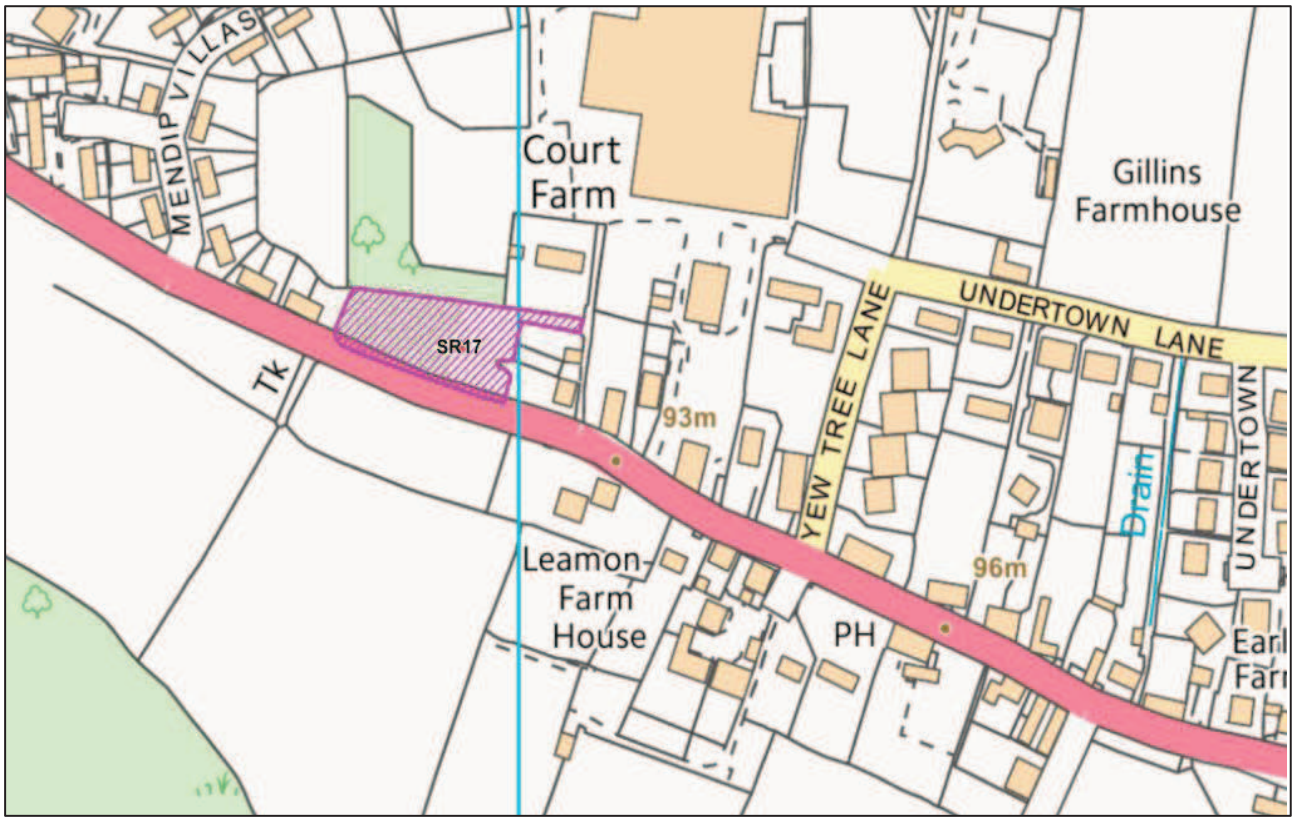
- Business
- Open green spaces and leisure
- Footpaths

1.379 The Clutton Neighbourhood Plan is expected to 'be made' by the B&NES in 2015.

Compton Martin

1.380 Compton Martin village is situated below the northern slopes of the Mendips Hills and overlooks the Chew Valley. The historic core is designated as a Conservation Area.

1.381 Compton Martin has been identified as a RA2 village and lies within the Mendip Hills Area of Outstanding Natural Beauty.



Site Allocation

Emerging Preferred Approach

1.382 Identified on the map is the emerging site option for residential development in Compton Martin. B&NES and the Parish Council have both identified the same preferred site allocation, SR17 which is 0.3 hectares and could accommodate approximately 5-10 dwellings.

SR17: Context

- Site SR17 is located close to the core of the village and is close to the Post Office and the public house.
- The site is a former orchard which is outside however adjacent to the HDB.
- Relatively flat site which is surrounded by hedgerows and there is a woodland to the north of the site.
- The hedgerow on the road frontage is without trees and clipped high. There appears to be quite a significant change of level from road to field which would require sensitivity in design.
- The site has issues with potential access with regards to visibility splays due to the site frontage being less than 100m's visibility splays won't be achievable without encroaching upon 3rd party land.
- There are also issues associated with the sites proximity to the junction of A368, The Street with Mendip Villas.
- Further there are issues with the gradient of the hill which restricts vertical visibility and the level differences between the carriageway and SR17. These highways issues would need to be resolved before any planning application could be submitted.
- Any development would need to overcome conservation concerns which include that the land acts as an important visual gap between Mendip Villas and the built entrance to this part of the conservation area which contains several undesignated heritage assets.
- Any development would need to retain the hedging and ensure that the development does not negatively affect the conservation area.

Vision

- A road frontage development could be acceptable provided that the hedging around the site is retained.
- Any development should visually unite the two sections of the village whist conserving the setting of the conservation area.
- The change of level from road to field would require sensitivity in design.

EMERGING POLICY APPROACH SR17

Development & Design Principles

1. ***Up to 10 dwellings.***
2. ***Building materials should reflect the local materials.***
3. ***New development should not intrude upon the skyline.***
4. ***Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development and the setting of the conservation area.***
5. ***The woodland to the north of the site must be retained and incorporated into any development.***
6. ***Ensure that development would not be harmful to the hedgerows on the boundaries of the site.***
7. ***Where illumination is proposed, it should be designed to avoid intruding into areas where darkness is valued as a characteristic feature of the village.***

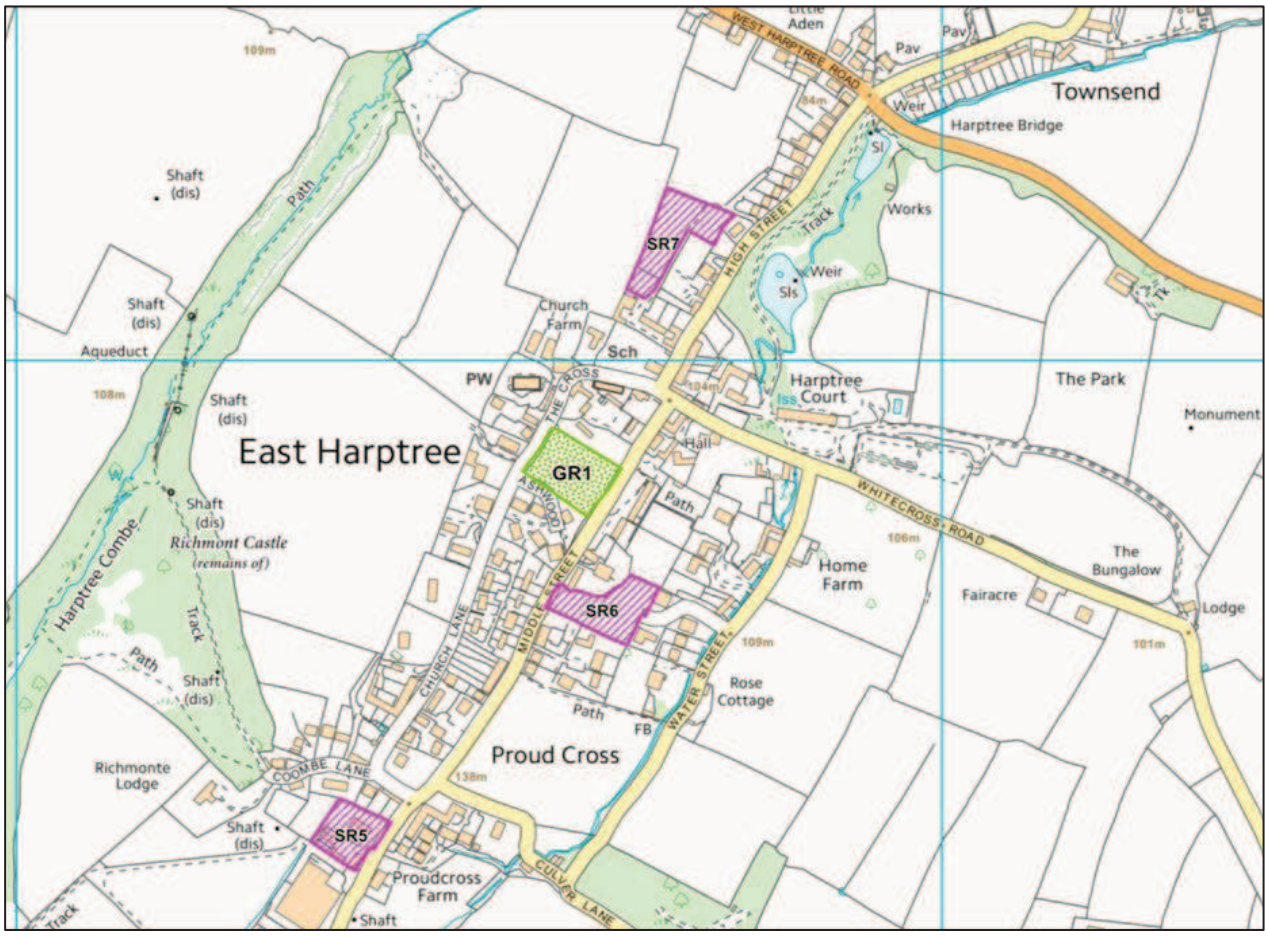
East Harptree

1.383 East Harptree parish is situated on the northern slopes of the Mendips Hill overlooking the Chew Valley and includes the hamlet of Coley.

1.384 East Harptree is a medieval settlement associated with Keynsham Abbey, with houses and plots that are laid out on three parallel streets of Church Street, Middle Street and Water Street. The historic core is designated as a Conservation Area.

1.385 East Harptree has been identified as a RA2 village and is washed over by the Area of Outstanding Natural Beauty.

Site Allocation Options



Preferred Approach

1.386 Identified on the map are the emerging site options for residential in East Harptree. Not all of these sites would need to be allocated in order to enable provision of between 10-15 dwellings required by the Core Strategy. B&NES and the Parish Council have both identified the same preferred site allocation for about 10 dwellings and there are two alternatives options.

1.387 The preferred option for development in East Harptree is SR6, between Middle Street and Water Street. The site is 0.49 hectares and could accommodate approximately 10 dwellings.

SR6: Context

- The site is within the HDB and is surrounded by housing.
- The site is an undeveloped area left over from a planning permission for residential development granted in 1969.
- The site is covered by improved grassland and has a number of trees on the site which will need to be investigated.
- The site is close to the village amenities including the school and the shop.
- The site is enclosed by hedgerows and housing however some of the existing hedgerows will need restoring.
- There site is not in or adjacent to the East Harptree conservation area and it would not affect the setting of any historical assets.
- There are no landscape issues with potential development of this site.
- There is an existing access into the site from Water Street.
- East Harptree Primary School has a capacity issue and there is no scope to expand the school. There is a small area of land adjoining the primary school which is safeguarded by the Council's Local Plan for educational purposes. Any development will need to provide a solution to the educational issue.

Vision

- A development which complements the local materials and provide market and affordable housing could be suitable on this site.
- The East Harptree Primary school needs to expand, a development on this site could provide for expansion. The Local Education Authority has not programmed the school's expansion but any development proposal for the site should include land or funds to enable this to happen.

EMERGING POLICY APPROACH SR6

Development & Design Principles

1. ***About 10 dwellings.***
2. ***Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development***
3. ***Building materials should reflect the local materials which include clay-tiled roofs; a mixture of natural building materials including Carboniferous Limestone and red sandstone.***
4. ***New development should not intrude upon the skyline.***
5. ***Ensure that development would not be harmful to the hedgerows on the boundaries of the site and where possible reinstate the hedgerows.***
6. ***Provide a pedestrian link with Middle Road.***
7. ***Where illumination is proposed, it should be designed to avoid intruding into areas where darkness is valued as a characteristic feature of the village.***

Site SR5:

1.388 Site SR5 is a part brownfield site outside the HDB. The site is approximately 0.36ha in size and could accommodate up to 10 dwellings.

Context

- The site gently slopes and is higher than the existing road and therefore is prominent in the surrounding area
- SR5 is a highly sensitive as it is the entry point into the village and is adjacent to the east Harptree conservation area.
- This site has been subject to a pre-application and the principle of development appears to have been accepted.
- There is a partially demolished block work wall which separates the site from adjacent farm/cattle shed which will need to be removed before development can proceed.

Vision

- A low density conservation lead development that emulates or reinterprets a farmhouse or a farm building grouping and reflects the historic grain of the settlement could be appropriate for this site.
- Due to the prominence of this site, any development on this site must not intrude upon the skyline.

EMERGING POLICY APPROACH SR5

Development & Design principles

1. ***Up to 10 dwellings.***
2. ***Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development in this sensitive location.***
3. ***Building materials should reflect the local materials which include clay-tiled roofs; a mixture of natural building materials including Carboniferous Limestone and red sandstone.***
4. ***New development should not intrude upon the skyline.***
5. ***Precautionary working practices for the protection of reptiles should be adopted.***
6. ***Precautionary measures to avoid disturbance to nesting birds and barn owls if present will need to be adopted.***
7. ***Provision of measures to enhance the site for biodiversity including native planting; mixed species seeding of lawns and gardens; provision of nest boxes and hedgehog boxes should be included in any site design.***
8. ***Where illumination is proposed, it should be designed to avoid intruding into areas where darkness is valued as a characteristic feature of the village.***

Site SR7:

1.389 Site SR7 is located outside of the HDB on the edge of the village. The site is located behind two storey houses which front onto the High Street. The site is 0.5 ha's however it is proposed that only the western part of the site should be developed and could be developed for approximately 5 dwellings.

Context

- The western part of the site is in the East Harptree conservation area and is in close proximity to St Lawrence Church.
- The site has a west to east slope which runs towards Chew Valley Lake and there are long views towards Chew Valley Lake and into the AONB.
- The site is located on the edge of the village on a green field site. Any development must include an assessment which assesses the magnitude of change with the sensitivity of the landscape to the proposed development, which provides a measure of the significance of the effect.

Vision

1.390 The site should be informed by a 'conservation-led design' approach, which fully respects local character and limited to about five dwellings served off a private drive. The remainder of the site should remain open, enhancing the setting of the conservation area and ensuring important views both towards the village and heritage assets and the adjoining countryside are protected.

EMERGING POLICY APPROACH SR7

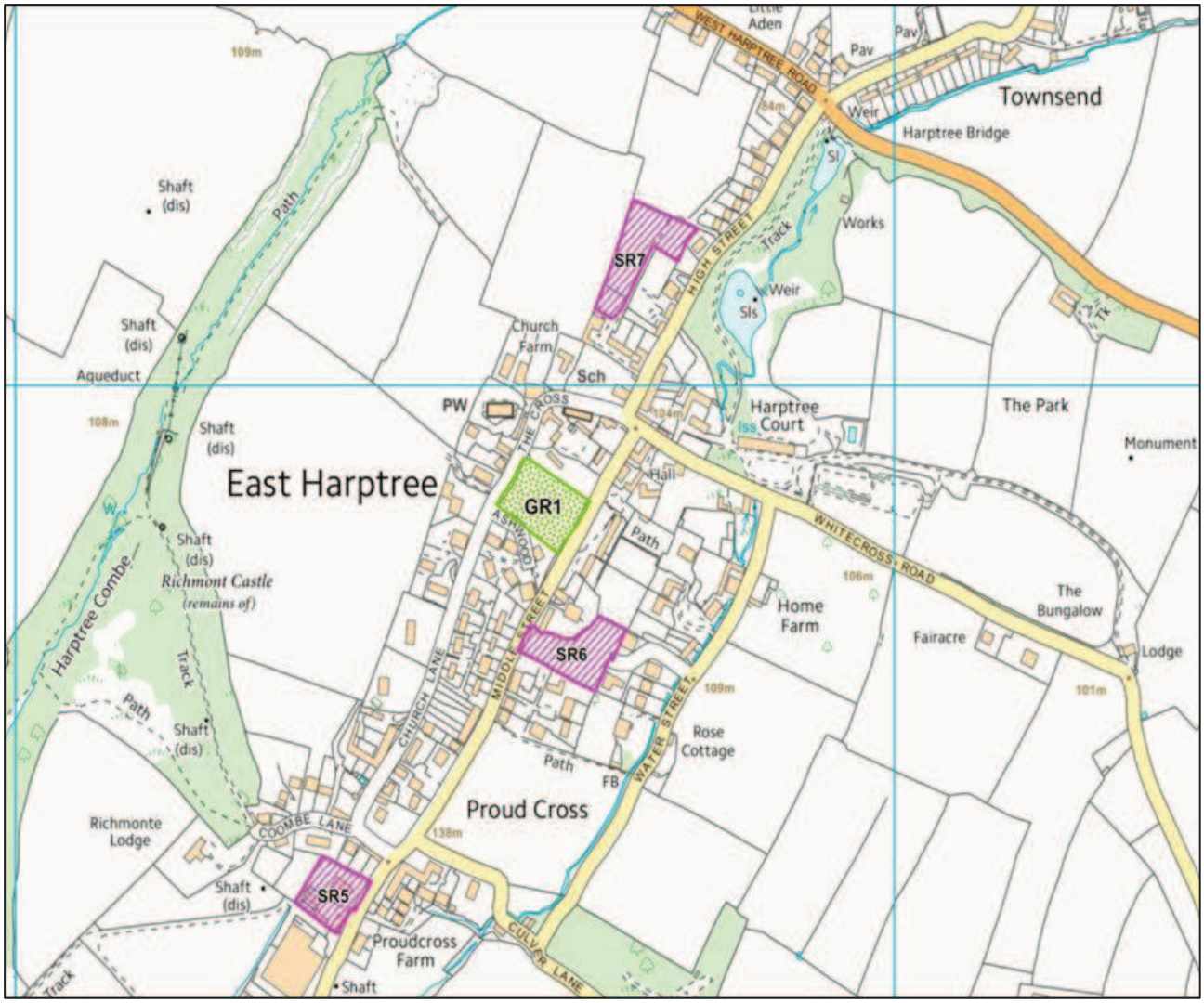
Development & Design principles

1. ***Maximum 5 dwellings.***
2. ***Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development in this sensitive location.***
3. ***Building materials should reflect the local materials which include clay-tiled roofs; a mixture of natural building materials including Carboniferous Limestone and red sandstone.***
4. ***The length and design of drive required must have the appearance of a rural drive or track to avoid harming the setting of the Conservation Area and Historical Asset's.***
5. ***New development should not intrude upon the skyline.***
6. ***The development must not be harmful to the mature trees on the boundaries or the protected hedgerows on the site.***
6. ***Where illumination is proposed, it should be designed to avoid intruding into areas where darkness is valued as a characteristic feature of the village.***

Local Green Space Options

1.391 East Harptree Parish Council identified one potential Local Green Space. It has been reviewed by B&NES Council against the NPPF criteria. The Council's view and recommendation at this stage, regarding potential designation in the Draft Plan, is outlined below.

1. Local Green Space GR1 is known locally as to Parkers Mead



Proposed Local Green Space GR1

1.392 GR1 accords with NPPF paragraph 76-78 for the following reasons:

- Following the B&NES Local Plan the Inquiry Inspector in 2006 reported that the site's openness contrasts with surrounding housing and contributes to the character of this part of the village and to the setting of the adjoining Conservation Area.

- The site was subject to a dismissed planning appeal (ref. App-F0114-A-12-2183230) in 2013. One of the reasons given for the refusal was the

"effect on the character and appearance of the area, including the effect on the Mendips Area of Outstanding Natural Beauty (AONB) and the setting of the East Harptree Conservation Area.

- GR1 has been identified as being an important feeding ground for bats, nesting birds, reptiles, including slow worms, adders & common lizards and the site has evidence of use of territory marking on site by badgers.
- GR1, with its largely unbroken boundaries to Church Lane and Middle Street helps to preserve the rural character of the village and acts as a visual break between the Conservation Area and the Ashwood modern cul-de-sac layout.

High Littleton

1.393 High Littleton Parish High Littleton is a hill top village set along a ridge running into the Cam valley. The village is a linear development which follows the route of the A39.

1.3 High Littleton has been identified as a RA1 settlement and will need to identify site(s) to accommodate approximately 50 dwellings and the northern edge of the village is within the Green Belt.

1.394 The village has shops, community facilities and a bus service which provides a daily service to main local centres. The current capacity issue in High Littleton Church of England Primary School will need to be overcome before any development can be brought forward. The capacity requirements arising from new development would need to be combined with additional capacity requirements resulting from any allocation at Hallatrow. Increase in school roll numbers could be accommodated in school organisation and operational terms but there is no scope to physically expand the school within its current site.

1.395 In addition the Local Education Authority has not programmed the school's expansion. For any development proposal to be deliverable additional land adjoining the Primary School would need to be available to facilitate the school's expansion. Further investigation is needed to determine whether this significant issue can be resolved in preparing the Draft Plan. Therefore, at this stage no site allocation options are put forward.

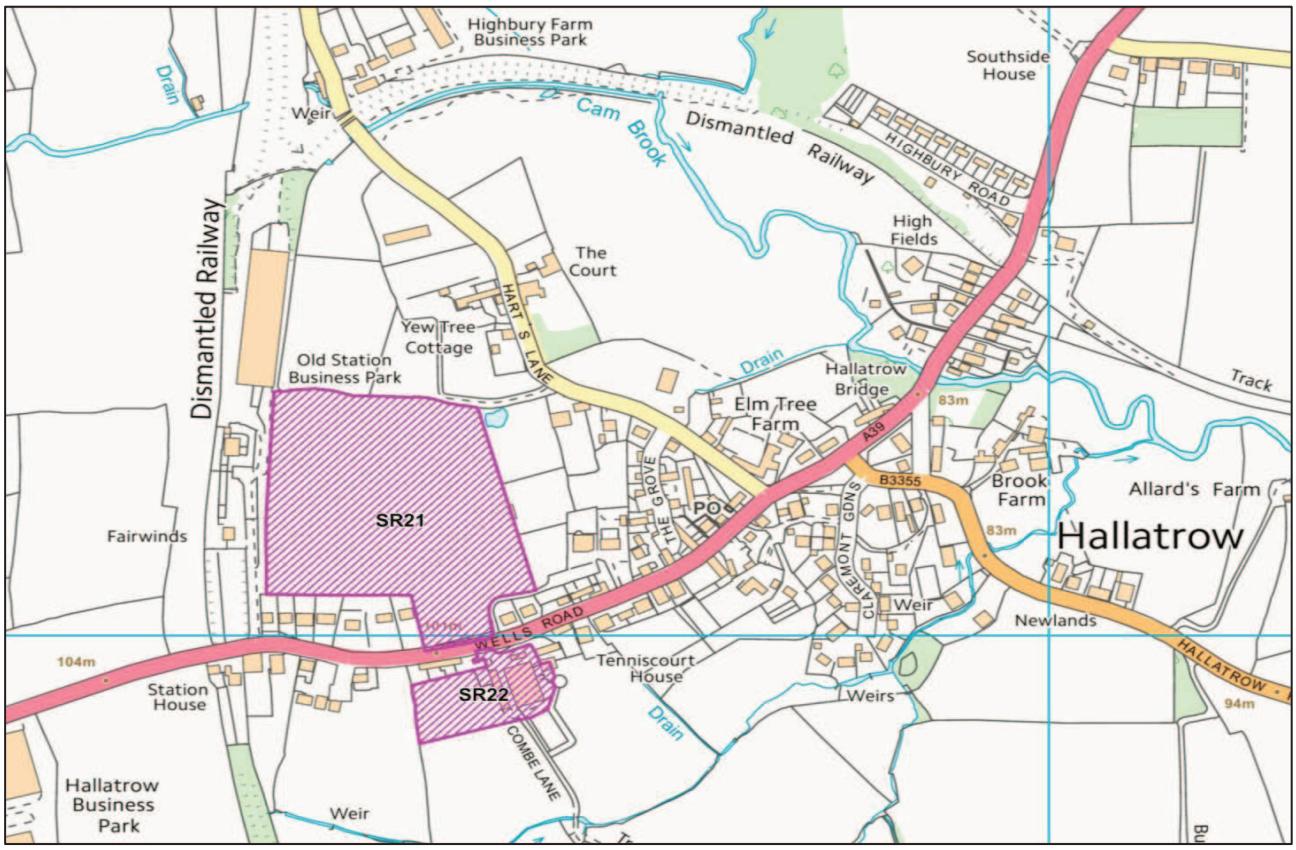
Farrington Gurney

1.396 Farrington Gurney has been identified as a RA1 settlement in the Core Strategy. Further investigation is currently being undertaken and at present no options for development sites are put forward in Farrington Gurney.

1.397 In addition Farrington Gurney Church of England Primary School does not have spare capacity and no physical scope to expand within its current site. Furthermore, there is no available capacity at schools in the wider area.

Hallatrow

1.398 Hallatrow village is within the parish of High Littleton. Hallatrow is a small village crossed by the River Cam, and straddling the A39, with its westernmost extent spanning the A37 at White Cross. The centre of Hallatrow is on the cross-roads of the A39 with Paulton Road and Harts Lane. Hallatrow has been identified as a RA2 settlement.



Site Allocation Options

1.399 Identified on the map are the eme



rging site options for residential development in Hallatrow. Not all of these sites would need to be allocated in order to enable provision of between 10-15 dwellings required by the Core Strategy. B&NES and the Parish Council have both identified the same preferred site allocation, SR22 and there is an alternative option, site SR21.

1.400 Site SR22 is a part brownfield and part greenfield site outside the HDB. However it is close to the core of Hallatrow village. The site is approximately 0.6ha in size and could accommodate approximately 15 dwellings.

SR22: Context

- SR22 is a relatively flat site where over half is covered by a number of large barns, which would require removal before any development could begin.

- Landscape and visual impact would be limited to very local views from site SR22, however there are potential issues for the residents of the cottages to the north of the site which any development would be required to address.
- Any potential development on this site would require a solution to address highways concerns regarding visibility splays. Site SR22 at present only has a 30m of frontage adjoining the highway so forming satisfactory visibility splays is currently not achievable.
- Traffic management measures in the form of horizontal or priority speed calming are located immediately to the west of the site access with a road narrowing located to the east of the proposed site access.
- Any development on site SR22 would require parking spaces for the cottages to the north of the site to be incorporated into the design to allow the speed calming features to be relocated further from the site assess.
- Any development on site SR22 would need to be developed to ensure that the setting of Tennis Court Farm and outbuildings is enhanced.

Vision

- A development on this site should be well related to the adjacent terraced cottages with appropriate screening would enhance the setting of the Tennis Court Farm.
- Any new boundary to the countryside will be well treed and not garden boundaries.
- A development on this site will need to provide visibility splays that accord with the Manual for Streets specifications.
- Any development on this site would need to incorporate parking spaces for the cottages to the north of the site to enable the traffic calming features to be moved and allow access into and out of the site.

EMERGING POLICY APPROACH SR22

Development and Design Principles

1. ***10-15 dwellings.***
2. ***Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development in this location.***
3. ***Building materials should reflect the local materials.***
4. ***The site should be designed to safeguard the amenity of neighbouring residential properties to the north of the site.***

   Any development will need to respect the setting of Grade II Listed Tennis Court Farm and outbuildings in the design and layout.
5. ***Precautionary measures to avoid disturbance to nesting birds and barn owls if present.***
6. ***Provision of measures to enhance the site for biodiversity including native planting; mixed species seeding of lawns and gardens; provision of nest boxes and hedgehog boxes.***

Alternative Option: Site SR21

1.401 Site SR21 is a greenfield site outside the HDB however close to the core of Hallatrow village. The site is approximately 4.7 ha in size however only a small part of the site would be used for any potential development to accommodate up to approximately 15 dwellings.

Context

- The site dips gently down to the north into Cam Brook Valley.
- The site is located within the Farrington Gurney Farmlands Landscape Character Area and is typical of its undulating farmland landscape with its remnants of an industrial past evident in the old railway sidings immediately to the west now an industrial estate.
- Only the southern half of field would be well suited to development where it relates well to existing village development.
- Development should not extend beyond the southern half to maintain the delicate balance of the attractive rural setting of this part of the village.
- The site has a frontage of approximately 60m so it will be possible to provide visibility splays if access is located towards the centre of the site, subject to suitable levels being achieved between the highway and the site, which appears to be on a much higher level.
- Traffic management measures in the form of horizontal or priority speed calming are located immediately to the east of the site access with a road narrowing located to the west of the proposed site access. The traffic management features would need to be relocated as part of a development scheme.

Vision

- A development on the southern edge of the site could be accommodated on this site.
- The northern boundary of any new development should be well treed and not used as garden boundaries.
- A development onto this site would need to provide a solution to enable the traffic management measures to be moved to allow access into and out of the site safely.

Suggested Policy Approach SR21

Development and Design Principles

1. ***Up to 15 dwellings.***
2. ***Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development in this location.***
3. ***Building materials should reflect the local materials.***
4. ***The mature trees and hedgerows on the boundary of the site must be protected.***

Hinton Blewett

1.402 Hinton Blewett is a small historic settlement occupying an elevated position 13 miles south of Bristol and 13 miles west of Bath. The parish is large but sparsely populated and includes the hamlet of South Widcombe.

1.403 Hinton Blewett is a medieval planned settlement with a nucleated plan form and the historic core is designated as a Conservation Area. Hinton Blewett is in the Mendips Hills Area of Outstanding Natural Beauty.



Site Allocation Options

1.404 Identified on the map are the emerging site options for residential development in High Littleton. B&NES and the Parish Council have both identified the same preferred site allocations, SR8 and SR9.

1.405 SR8 is 0.13ha site that could accommodate about 3 dwellings and SR9 is 0.16ha and could accommodate approximately 3 dwellings.

SR8: Context

- SR8 is close to the village public house and is close to the parish church.
- The site is greenfield land which is adjacent to existing housing.
- It is proposed that only the southern edge of the site is developed for approximately 3 dwellings.
- Relatively flat site which is enclosed by hedgerows and mature trees.

Vision

- The site should be informed by a 'conservation-led design' approach, which fully respects local character and limited to about three dwellings.
- The remainder of the site should remain open; ensuring important views towards the adjoining countryside are protected.

SR9: Context

- Site SR9 is close to the village public house and the church and is located in the core of the village.
- The existing pig sty structures on the site would need to be removed before any development could proceed.
- The site is a brownfield site which is adjacent to two storey houses set back behind gardens.
- There is a tradition of gable ends fronting the road in this part of the village.

Vision

- A low density conservation lead development of between 2-3 dwellings that emulates or reinterprets a farmhouse or a farm building grouping and reflects the historic grain of the settlement could be appropriate for this site.

EMERGING POLICY APPROACH SR9 AND SR8

Development and Design Principles

1. ***2-3 dwellings on each site.***
2. ***Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development in this location.***
3. ***Building materials should reflect the local materials.***
4. ***The mature trees and hedgerows on the boundary of the site must be protected.***
5. ***Precautionary measures should be implemented to avoid disturbance to nesting birds and barn owls if present.***
6. ***Provision of measures to enhance the site for biodiversity including native planting; mixed species seeding of lawns and gardens; provision of nest boxes and hedgehog boxes.***
7. ***Where illumination is proposed, it should be designed to avoid intruding into areas where darkness is valued as a characteristic feature of the village.***
8. ***New development should not intrude upon the skyline.***

Local Green Space Options

1.406 Hinton Blewett Parish Council identified three potential Local Green Spaces (listed below). These have been reviewed by B&NES Council against the NPPF criteria. The Council's view and recommendation at this stage, regarding potential designation in the Draft Plan, is outlined below.

1. Local Green Space GR2: The land at West
2. Local Green Space GR3: Land known locally as the Glebe
3. Local Green Space GR4: Land south of Lower Road.



Proposed Local Green Space GR2:

1.407 The site is not suitable for consideration as a Local Green Space Designation for the following reasons:

- The site is not close to the core of the village.
- The site is an extensive piece of land which is consists of many fields.
- The site does not fulfil the NPPF criteria as it can demonstrate that it holds particular local significance.

Proposed Local Green Space GR3

1.408 GR3 accords with NPPF paragraph 76-78 for the following reasons:

- The site is 0.3ha and is not an extensive tract of land.
- The site contributes to the visual landscape setting of the Conservation Area and the medieval planned village layout**.**
- The Conservation Area Appraisal states that the character and significance of the built environment is enhanced by and dependent on GR3's agricultural landscape setting.
- The site is an important setting to the Grade I Listed St Margaret's Church.
- Traditional meadow land used also for animal grazing supporting flora and fauna.
- Part of the agricultural landscape across the Cam Valley and to the Mendip Hills Area of Outstanding Natural Beauty and beyond.
- Rich meadow land flora.
- Medieval banked boundary hedge to north (recorded in B&NES Hedgerow Study 2006)

Proposed Local Green Space GR4

1.409 GR4 accords with NPPF paragraph 76-78 for the following reasons:

- The site has been identified as being intrinsically beautiful space and is part of the historic landscape setting.
- The site helps to define the separation and the linear edge of the planned medieval village.
- Part of the agricultural landscape across Cam Valley and to the Mendip Hills Area of Outstanding Natural Beauty and beyond.
- Rich meadow land flora.
- Medieval banked boundary hedge to north (recorded in B&NES Hedgerow Study 2006)
- Traditional meadow land used also for animal grazing supporting rich flora and fauna.
- The space being immediately adjacent to the existing settlement and Conservation Area it provides a close connection to the countryside.
- The Conservation Area Appraisal states that the character and significance of the built environment is enhanced by and dependent on GR4's agricultural landscape setting.

Stowey Sutton

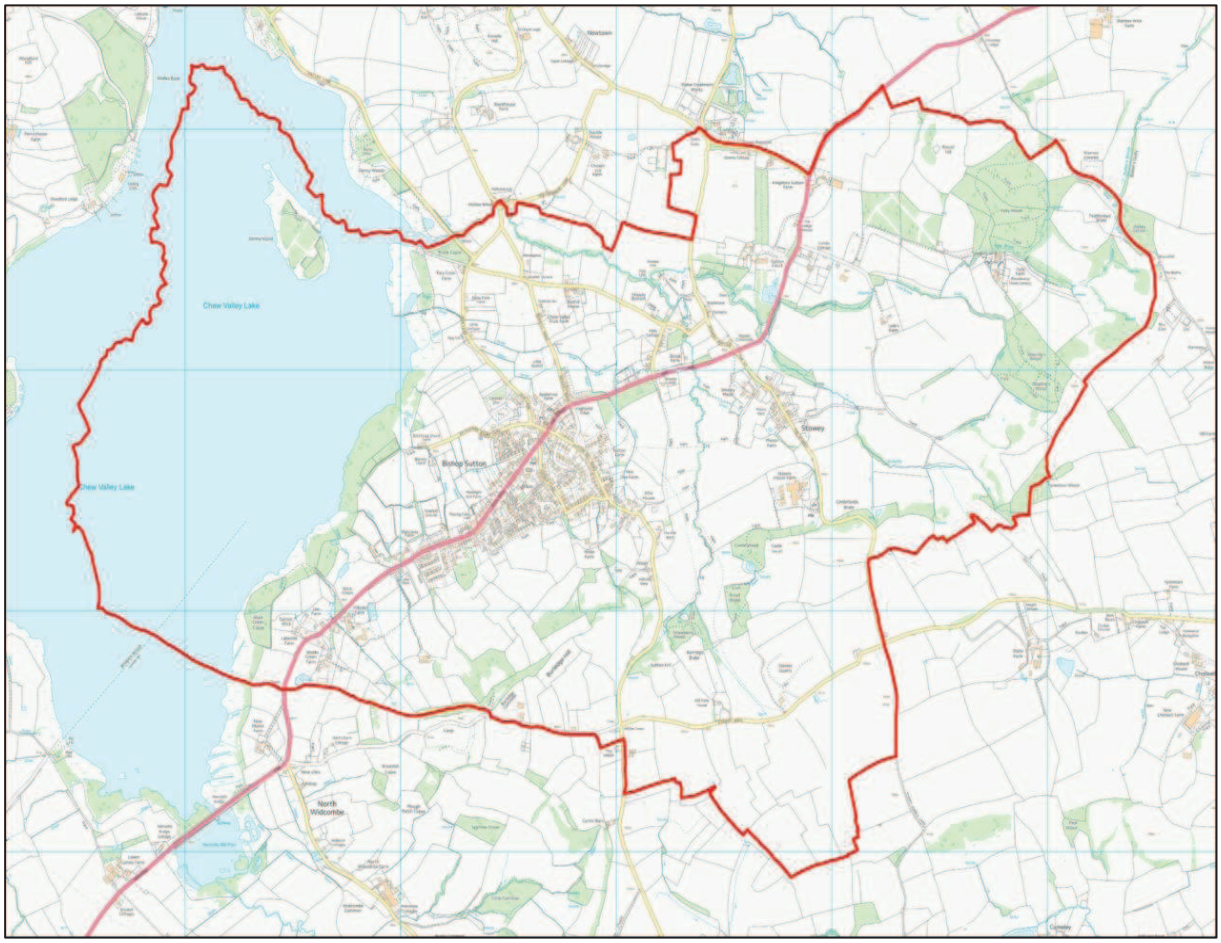
1.410 The Localism Act introduced a new tier of statutory plans to be prepared at the neighbourhood level by parish councils. These Plans form a legal part of planning policy and must follow a formal process. Clutton Parish was formally designated as a Neighbourhood Planning Area on 13th December 2013.

1.411 The Stowey Sutton Neighbourhood Development Plan will be used to set out more detailed priorities for development at a local level, consistent with the more strategic vision for the wider area set in the adopted Core Strategy. The Neighbourhood Development Plan will be focusing on the following policy areas:

- Housing and development

- Business and employment
- Transport and communications
- Community and Recreation

1.412 The Stowey Sutton Neighbourhood Plan is expected to 'be made' by the B&NES in 2015.



Temple Cloud

1.413 Temple Cloud is in the parish of Cameley. Temple Cloud village principally takes the form of ribbon development along the A37. Temple Cloud is approximately 10 miles from the city of Bath and Bristol.

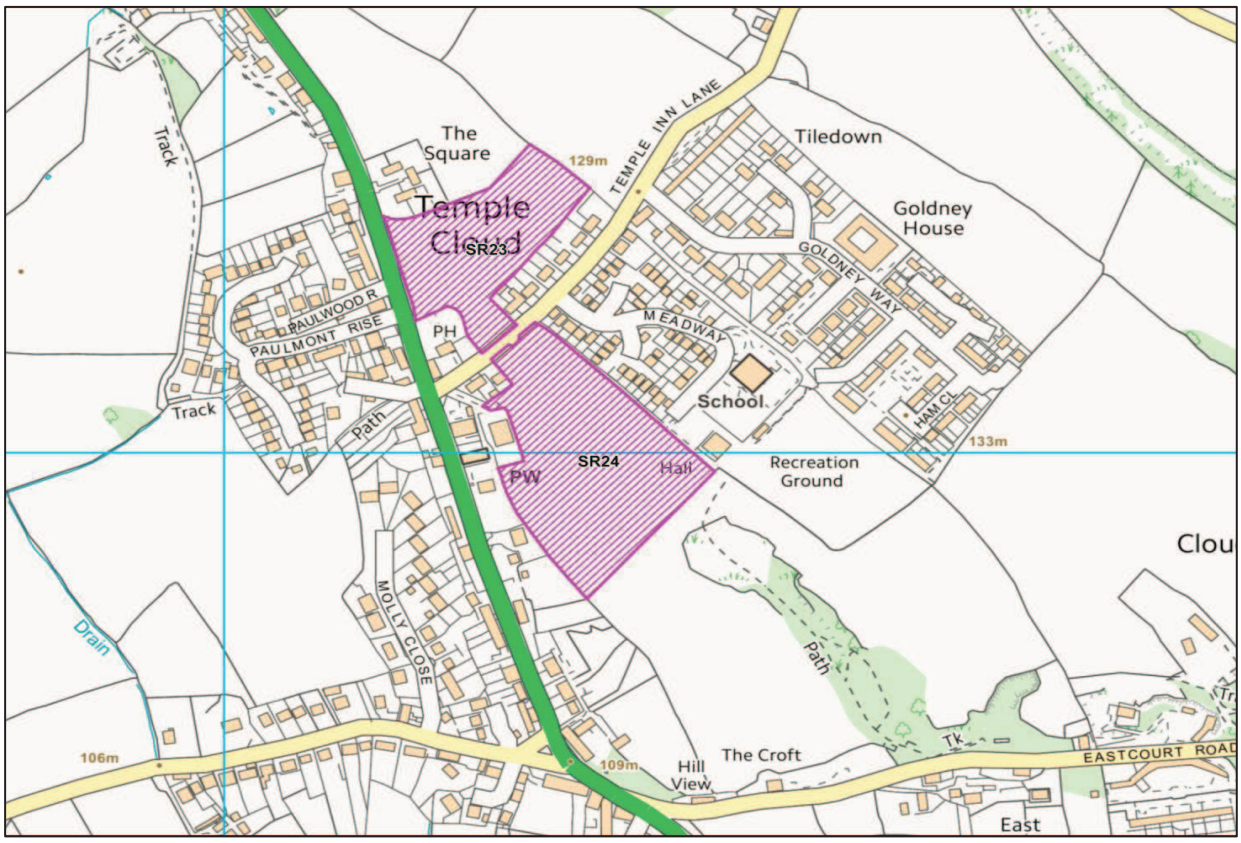
1.414 Temple Cloud is a RA1 village and needs to allocate site(s) to accommodate approximately 50 dwellings.

Site Allocations

Emerging Preferred Approach

1.415 The preferred approach for development in Temple Cloud would be for Sites SR23 and SR24 to be allocated and developed to provide the about 50 dwellings. Each site could accommodate between 20-25 dwellings.

1.416 Site SR23 is 1.6ha and could accommodate approximately 20-25 dwellings. Site SR23 is outside however adjoining the HDB. Site SR24 is 2. 5ha and could accommodate approximately 20-25 dwellings on the northern section of the site. Site SR24 is also outside however adjoining the HDB.



Site SR23: Context

- The site is a greenfield site which is enclosed by hedgerows and mature trees.
- Development of this site would have a low impact on the landscape as part of the land is already developed.
- There are established hedgerows on the site which facilitate screening the site from the A37.
- The issue of access would require careful design to ensure that access could be achieved from the A37 and visibility splays of at least 90m x 2.4m are provided to comply with Highways regulations.
- A solution could be that access is taken from a third party piece of land which has been confirmed as being available to the west of the site which fronts onto the A37 however this would require further investigation.

Vision

- The context of any new design will be informed by the established character of Temple Cloud. This will include views, roads and paths, trees and landscapes and the scale, proportions, orientation, positions, building lines, styles, and materials of existing buildings.
- The development should have a range of dwellings and not be dominated by large scale properties or by the highway arrangement.
- Landscaping of the site should be used to shape views and enclose the space.

EMERGING POLICY APPROACH SR23

Development & Design principles

1. ***A housing development of about 25 dwellings.***
2. ***Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development in this location.***
3. ***Building materials should reflect the local materials and styles.***
4. ***Ensure that undeveloped parts of the site are given suitable landscape treatment in order to achieve an appropriate relationship with development on site and the wider area.***
5. ***Maintain or strengthen the integrity and connectivity of the Wildlife Network.***
6. ***Ensure that development would not be harmful to the hedgerows on the boundaries of the site and where possible reinstate the hedgerows.***
7. ***Any potential development would need to ensure that the setting of the Grade II Listed Temple Inn Public House is not harmed.***
8. ***Retain the public right of way that passes through the site, aiming to integrate this successfully into the development to enable its safe use.***

Site SR24: Context

- The site is an area of eroded plateau, which is flat to gently sloping and is surrounded by housing on two sides.
- SR24 would have a low impact on the wider countryside as it is visually enclosed by the existing development and landform.
- Any development on this site would need to provide a junction capacity and traffic flows studies and a Stage 1 Road Safety Audit.

Vision

- A development of about 25 dwellings which complements the local materials and provides market and affordable housing would be suitable on this site.
- The large trees on the site should be incorporated into any development scheme on the site.
- Any development on this site should create 'a sense of place' with visual linkages with the countryside.
- The development should have a range of dwellings and not be dominated by large scale properties or by the highway arrangement.

EMERGING POLICY APPROACH SR24

Development & Design principles

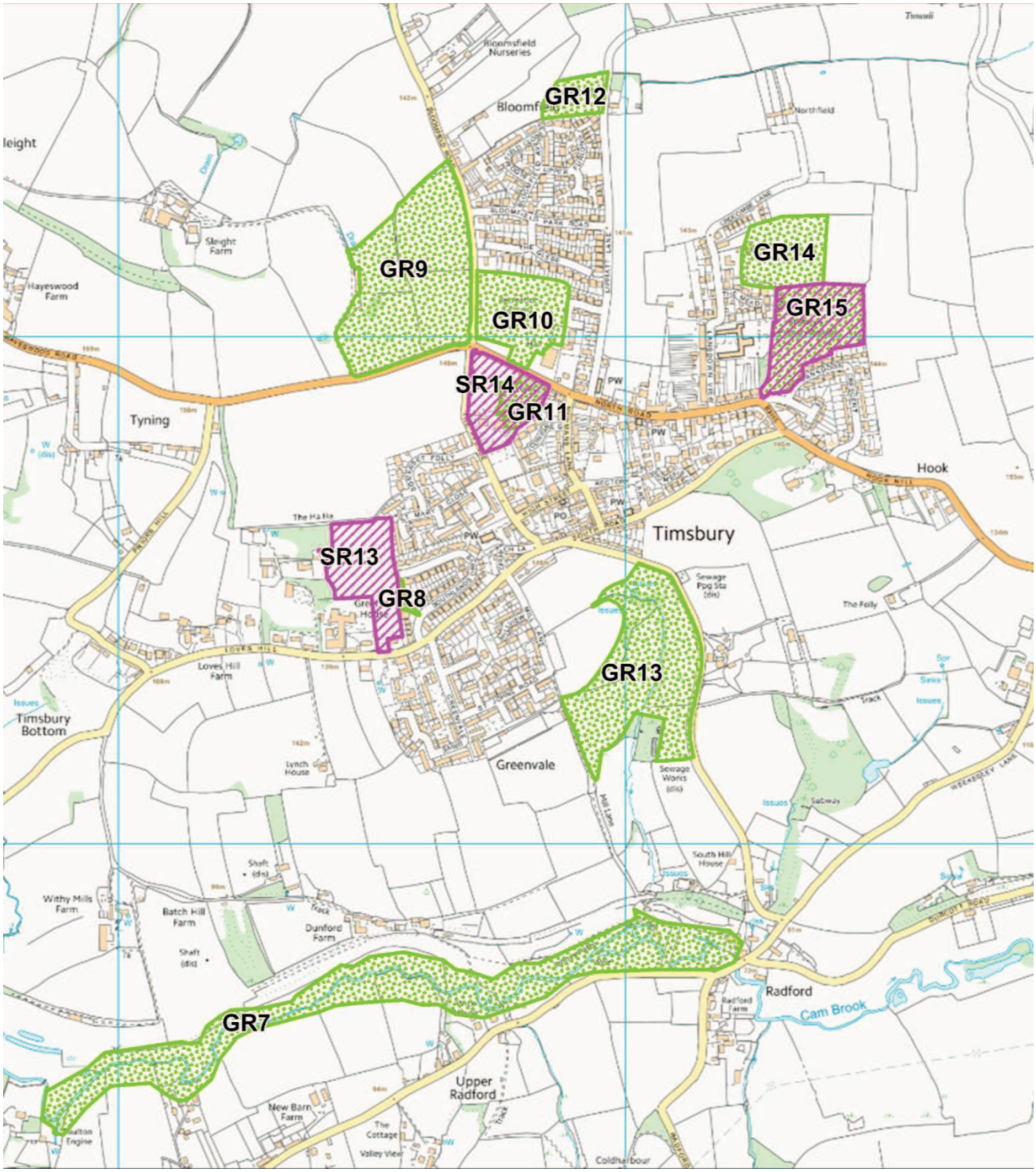
1. ***Up to 25 dwellings.***
2. ***Have particular regard to site layout, building height, and soft landscaping, to minimise the visual***

impact of the development in this location.

3. ***Building materials should reflect the local materials and styles.***
4. ***The site should be designed to safeguard the amenity of neighbouring residential properties around the site.***
5. ***Ensure that undeveloped parts of the site are given suitable landscape treatment in order to achieve an appropriate relationship with development on site and the wider area.***
6. ***Maintain or strengthen the integrity and connectivity of the Wildlife Network.***
7. ***Ensure that development would not be harmful to the hedgerows on the boundaries of the site and where possible reinstate the hedgerows.***

Timsbury

1.417 Timsbury village is approximately 8 miles southwest of Bath. The historic Core of Timsbury has been designated as a Conservation Area. Timsbury is a former mining village in the Somer Valley area. Timsbury is a RA1 village and needs to allocate site(s) to accommodate about 50 dwellings and employment space.



Site Allocation Options

1.418 Identified on the map are the emerging site options for residential development and additional employment provision in Timsbury. Not all of these sites would necessarily need to be allocated in order to enable provision of about 50 dwellings required by the Core Strategy. B&NES and the Parish Council have both identified the same preferred site allocation for some employment development and about 25 dwellings. There are two alternative sites that could contribute to providing the remaining about 25 dwellings.

1.419 Timsbury Parish Council in conjunction with many landowners, residents and groups through its Neighbourhood Plan process has identified two preferred sites for housing and employment use in Timsbury, SR14 and SR15, as part of an integrated vision for the future of the village.

Site SR14: Context

- This brownfield site lies outside but adjoining the HDB. Most of it was formerly occupied by a block manufacturing business, however all buildings on the site have been demolished and only concrete hard standing remains. The site could be potentially contaminated due to the former uses of the site, including as a coal mine pit head which would require further investigation.
- Site SR14 is 1.48ha in area but only 1ha is proposed for development as the remaining land is covered by protected batch. The site could accommodate approximately 25-30 dwellings and some employment space.
- It is a relatively flat site which is on an elevated position and acts a 'gateway' into Timsbury village.
- The site is close to the village hall and the village shops and is well served by bus stops.

Vision

- A development which complements the local materials and provides market and affordable housing would be suitable on this site.
- There is an opportunity to develop a 'landmark building' on this site as part of a housing development.
- As a gateway to the village on a main road the site requires detailed attention to design of buildings and improved vehicle and pedestrian access to the site and surrounding area
- The context of any new design will be informed by the established character of Timsbury. This will include views, roads and paths, trees and landscapes and the scale, proportions, orientation, positions, building lines, styles, and materials of existing buildings.
- Any development on this site should create 'a sense of place' with visual linkages with the countryside.
- Landscaping of the site should be used to shape views and enclose the space.

EMERGING POLICY APPROACH SR14

Development & Design principles

1. ***Employment space and about 25 dwellings on this site.***
2. ***Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development in this sensitive location.***
3. ***The site should be designed to safeguard the amenity of neighbouring residential properties to the south of the site. Ensure that development would not be harmful to the batch on the site.***

4. ***Building materials should reflect the local materials and styles***
5. ***Ensure that undeveloped parts of the site are given suitable landscape treatment in order to achieve an appropriate relationship with development on site and the wider area.***
6. ***Maintain or strengthen the integrity and connectivity of the Wildlife Network***
7. ***Provision of measures to enhance the site for biodiversity including native planting; mixed species seeding of lawns and gardens; provision of nest boxes and hedgehog boxes should be included in any site design.***
8. ***Maintain or strengthen the integrity and connectivity of the Wildlife Network.***
9. ***Provision of measures to enhance the site for biodiversity including native planting; mixed species seeding of lawns and gardens; provision of nest boxes and hedgehog boxes should be included in any site design.***

1.420 It is considered by B&NES Council and Timsbury Parish Council that this site should form part of the preferred approach to providing for both housing and employment development within the village.

Alternative Options

1.421 There are two alternative options which, in conjunction with site SR14, could contribute to providing the additional dwellings required in Timsbury.

Site SR15:

1.422 The Parish Council's preferred site to accommodate the remainder of the Core Strategy requirement for the village is land to the north of Lansdown Crescent (site SR15).

Context

- This is a greenfield site outside the HDB, however, it lies close to the core of Timsbury village. The site was identified as a Visually Important Green Space during preparation of the B&NES Local Plan and there is a viewing plinth located adjacent to the site.
- The site is approximately 2.6ha in size. However, the landowner has advised the Parish Council that only the western part of the site would be made available for development.
- The site is relatively flat and slopes downwards towards the Farmborough Common.
- The local character of the site area is semi-rural in nature due to the proximity of the primary school and adjacent housing estate along Lansdown Crescent and the housing at The Mead.
- Open countryside lies mostly to the north and east of the site and there are important views across the open countryside (Farmborough Common) towards Lansdown and Tunley Hill from The Mead. The site acts as a green wedge which is an important characteristic of the northern edge of Timsbury village.
- The western edge of the site has a distinctive mature tree boundary which would need to be protected from any development.
- Any development on part of this site would need to make contributions towards safer access onto the site which could include a 'small roundabout'.

Vision

- Some development on the western part of the site which maintains the views and the green wedge could be acceptable on this site.
- Development on the western part of the site could accommodate an estimated 10 to 15 dwellings.
- A green wedge (to be designated as Local Green Space) maintaining the significant views towards Farmborough Common would need to be incorporated into any development scheme. (An alternative option could be for all of the site to be designated as Local Green Space – see page 154 below for further information)
- Buildings within any development must leave a 15m buffer from the mature trees on the western edge of the site to protect the roots.
- Timsbury Parish Council also support development on the western side of the site which could have the potential to improve access arrangements for the Primary School. A new access road could also help relieve current safety and congestion problems from traffic in North road area around the shops.

EMERGING POLICY APPROACH SR15

Development & Design principles

1. ***Around 10 to 15 dwellings on the western part of the site.***
2. ***Maintain the open views to the north towards Farmborough Common and maintain a green wedge as part of a development scheme.***
3. ***Buildings within the development must have a 15m buffer from the mature trees on the site.***
4. ***Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development in this sensitive location.***
5. ***The site should be designed to safeguard the amenity of neighbouring residential properties.***
6. ***The public right of way (ref: BA2/34) on the site will need to be safe guarded in any development proposal.***
7. ***Ensure that undeveloped parts of the site are given suitable landscape treatment in order to achieve an appropriate relationship with development on site and the wider area.***
8. ***Maintain or strengthen the integrity and connectivity of the Wildlife Network.***

Alternative Options

SR13

1.423 Site SR13 is a greenfield site to the north of Loves Hill which lies outside the HDB and is further away from the core of Timsbury village than the other alternative site (SR15). The site is approximately 2.1ha in size however only the southern part of the site would be used for any potential development and could accommodate up to 25 dwellings. The remaining part of the site would be maintained as a green space.

Context

- Site is steeply south-facing slope which rises to include a small part of the plateau at the northern end.

- The site is outside of the conservation area however the low stone wall on the southern road frontage contributes to local character and distinctiveness and any development would need to be protected this important feature.
- Greenhill House adjoining is not listed but is a local heritage asset. Its setting is of importance and to the west of the site are the Grade II Listed gates, piers and walls to the end of Rennys drive which is itself Grade II Listed. Space between these and any new development would be essential to ensure their settings are respected.
- There are difficulties achieving satisfactory vehicular access onto SR13.
- Two potential solutions to the vehicular access issue require further investigation.
- The first potential solution could be to provide access from Southlands Drive which would require part of the access road and viability splays to be achieved on third party land on the eastern edge of the site. This would require further investigation and identification of the landowner.
- A second potential access solution could be to provide access from Loves Hill. This would require third party land to be used from either the east or west of the southern edge of the site to increase the visibility splays and site access. This would require further investigation

Vision

- A conservation led development which provides a green space setting for Greenhill House and the Grade II Listed gates, piers and walls of Rennys drive.
- A development which complements the local materials and provides market and affordable housing could be suitable on this site.

Emerging Policy Approach SR1

Development & Design principles

1. ***About 25 dwellings on the site.***
2. ***The design should be a conservation lead design with the land north of the site being maintained as a green space.***
3. ***Ensure that undeveloped parts of the site are given suitable landscape treatment in order to achieve an appropriate relationship with development on site and the wider area.***
4. ***Maintain or strengthen the integrity and connectivity of the Wildlife Network.***

1.424 B&NES and Timsbury Parish Council are in agreement that allocation SR14 is the preferred site allocation for approximately 25 dwellings. Timsbury Parish Council has identified SR13 in conjunction with SR14 as the preferred development approach. B&NES have considered the evidence for SR15 and this has been included as another option for development in conjunction with SR14.

Local Green Space Options

1.425 Timsbury Parish Council has identified 9 potential Local Green Spaces (listed below). These have been reviewed by B&NES Council against the NPPF criteria. The Council's view and recommendation at this stage, regarding potential designation in the Draft Plan, is outlined below.

1. Local Green Space GR15 is the green space lying to the north of Lansdown Crescent.

2. Local Green Space GR10 is the Timsbury Recreational Field.
3. Local Green Space GR12 is the Timsbury allotments off Lippiatt Lane.
4. Local Green Space GR7 is the route and associated corridor of the Somersetshire Coal Canal.
5. Local Green Space GR13 is the CROW access land west of Radford Hill.
6. Local Green Space GR11 is the wooded coal slag heap '*batches*' of old Upper and Lower Conygre Pits.
7. Local Green Space GR14 is the St Mary's school playing field.
8. Local Green Space GR8 is the woodland west of Southlands Drive.
9. Local Green Space GR9 is the land west of the Farmborough Road.

Map to be inserted

Proposed Local Green Space GR15

1.426 Local Green Space GR15 is a green space lying to the north of Lansdown Crescent.

It is in accordance with NPPF paragraph 76-78 for the following reasons:

- The site is 2.6ha and is not an extensive tract of land.
- The site is close to the village facilities including the village shops, public house and the village hall.
- The site was identified as a 'visually important open space' in the 2007 Local Plan.
- The site acts as a green wedge which is an important characteristic of Timsbury village.
- There are wide and long views of Farmborough Common to the north.
- Views towards Lansdown (Bath).
- To the east there are views of Tunley.
- There are long views towards the Cotswolds AONB and Beckford's Tower in Lansdown.

1.427 With regard to land north of Lansdown Crescent (and related to development site allocation options above) two options are put forward.

1. Local Green Space Preferred Option GR15A

The Parish Council's preferred approach is that an area of Local Green Space (reference GR5A) is identified alongside an allocation for residential development covering part of the site (reference SR15).

2. Local Green Space Option GR15B

The alternative option would be that a larger area of land is designated as Local Green Space. Under this option none of the land to the north of Lansdown Crescent would be allocated for residential development (see SR15 above) and these homes would be accommodated on either of the two alternative site allocation options – SR15 or SR13.

Proposed Local Green Space GR10

1.428 Local Green Space GR10 is the Timsbury Recreational Field.

GR6 accords with NPPF paragraph 76-78 for the following reasons:

- The site is 2.4ha in size and is not considered to be an extensive tract of land.

1.429 Additional information on how the site accords with the other NPPF criteria is required before any recommendation can be made.

Proposed Local Green Space GR12

1.430 Local Green Space GR12 is the Timsbury allotments off Lippiatt Lane.

1.431 GR7 accords with NPPF paragraph 76-78 for the following reasons:

- The Timsbury allotments can improve people's quality of life, increase physical exercise and, support mental health.
- The Timsbury allotments are also important for biodiversity.
- The site is 7,933m² in size and is not considered to be an extensive tract of land.

Proposed Local Green Space GR7

1.432 Local Green Space GR7 is the route and associated corridor of the Somersetshire Coal Canal.

1.433 The site is not suitable for consideration as a Local Green Space Designation for the following reasons:

- The site is not close to the core of the village.
- The site is an extensive tract of land which is consists of many fields (the area is approximately 11ha)

Proposed Local Green Space GR13

1.434 Local Green Space GR13 is the CROW access land west of Radford Hill.

1.435 The site is not suitable for consideration as a Local Green Space Designation for the following reasons:

- The site is not close to the core of the village.
- The site is an extensive tract of land which is approximately 5.8ha in size.

Proposed Local Green Space GR11

1.436 Local Green Space GR11 is the wooded coal slag heap '*batches*' of old Upper and Lower Conygre Pits.

1.437 GR11 accords with NPPF paragraph 76-78 for the following reasons:

- The site has protected species on site which includes badgers and there is a possibility of bats roosting on the site.
- The batch also provides an area for breeding birds.
- The batch is a reminder of the village's former Somersetshire coal mining industry.
- The site is 8,022m² in size and is not considered to be an extensive tract of land.

Proposed Local Green Space GR14

1.438 Local Green Space GR14 is the St Mary's school playing field.

1.439 GR14 accords with NPPF paragraph 76-78 for the following reasons:

- The site is 2ha in size and is not considered to be an extensive tract of land.

1.440 Additional information on how the site accords with the other NPPF criteria is required before any recommendation can be made.

Proposed Local Green Space GR8

1.441 Local Green Space GR8 is the woodland west of Southlands Drive.

1.442 GR12 accords with NPPF paragraph 76-78 for the following reasons:

- The site is used by children, as a picnic area and for seasonal leisure activities.
- The site has many bird species including owls.
- The site is 1,023m² in size and is not considered to be an extensive tract of land.

1.443 Additional information on how the site accords with the other NPPF criteria is required before any recommendation can be made

Proposed Local Green Space GR9

1.444 Local Green Space GR9 is the land west of the Farmborough Road. This site is within the Green Belt and therefore further justification would be required to designate it as a Local Green Space.

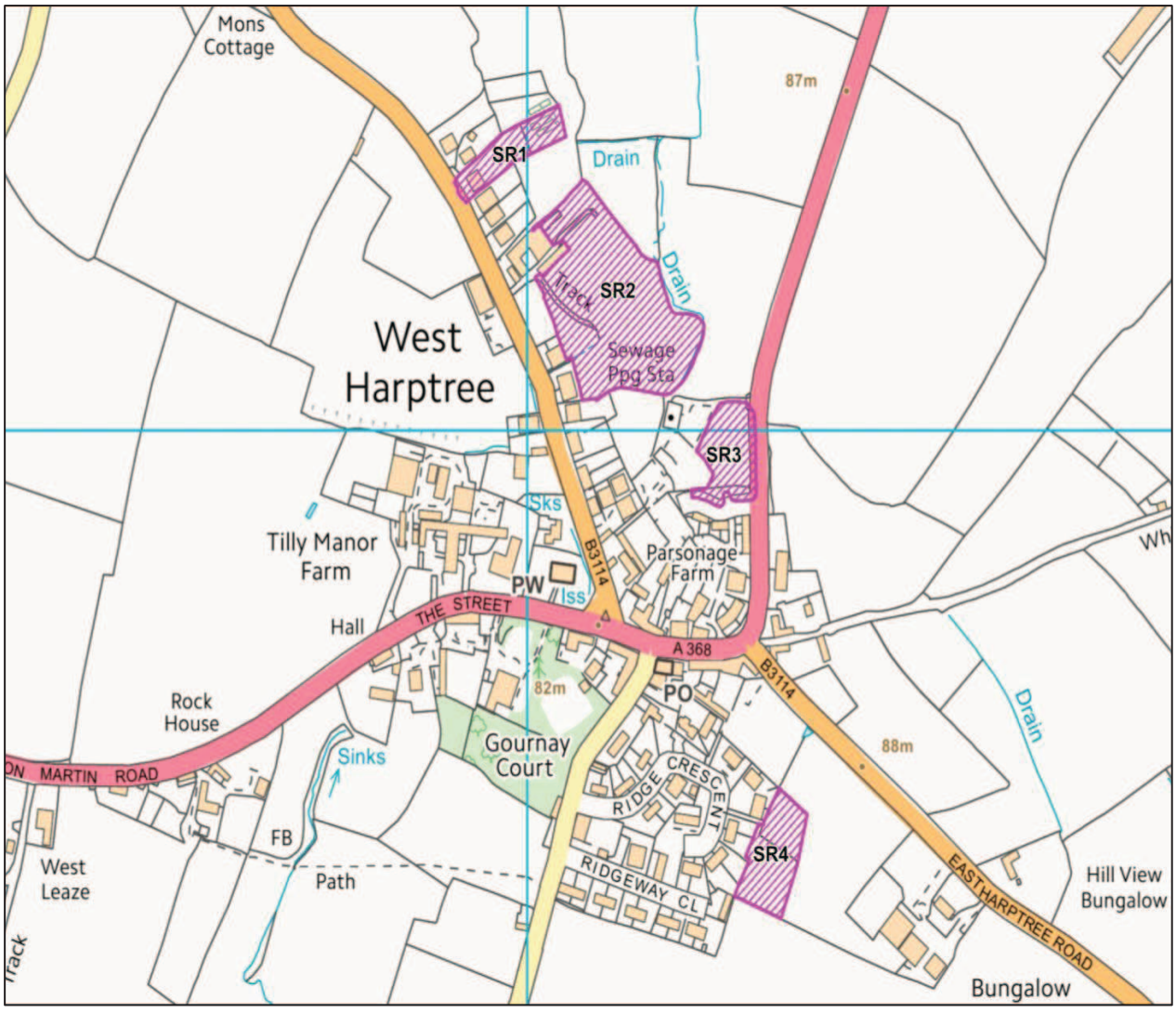
1.445 The site is potentially not suitable for consideration as a Local Green Space Designation for the following reasons:

- The site is not close to the core of the village.
- The site is washed over by the Green Belt.
- The site is an extensive piece of land which is approximately 7ha in size.

West Harptree

1.446 The parish of West Harptree lies on the north side of the Mendip Hills. West Harptree along with East Harptree village are collectively known as 'The Harptrees'. The parish includes the hamlets of Ridge, North Widcombe and part of South Widcombe. The historic Core is designated as a Conservation Area

1.447 West Harptree is washed over by the Mendips Hills Area of Outstanding Natural Beauty and is required to accommodate housing development of around 10-15 dwellings.



Preferred Approach

1.448 There is no preferred option for development in West Harptree. Not all of these sites would need to be allocated in order to enable provision of between 10-15 dwellings required by the Core Strategy. West Harptree Parish Council's preferred approach is to develop SR3 in conjunction with SR4. B&NES have

considered the evidence for SR1 and SR2 and these sites been included alternative options for development by B&NES.

Alternative Options- Site SR1

1.449 The site is approximately 1.52ha and can accommodate dwellings on the southern part of the site.

Context

- Site SR1 is close to the village facilities and is opposite the village doctor's surgery.
- Site SR1 lies within the Upper Chew and Yeo Valley Landscape Character Area and within Mendip AONB.
- Site is a medium sized elongated rectangular grassland field, flat and relatively low lying, which lies partly behind properties and small businesses strung out along the Bristol Road at the edge of the village and also extends beyond the village into the undeveloped countryside.
- The strong eastern boundary hedgerow/stream line is an important part of its local character.
- Rosecroft House would need to be demolished to allow access onto the site and there are glasshouses on site which would need to be removed prior to any development commencing.
- The eastern and southern boundary hedge and stream line is important both as a landscape feature and as visual containment.

Vision

- The contained nature of the southern half of SR1 (from the green houses southwards would potentially be acceptable for a small development.
- Any new northern boundary should be a hedgerow or tree line to prevent an abrupt development edge to the countryside.
- The northern half of the field beyond the greenhouses is much more rural in nature extending beyond the village edge and is unsuitable for development.

SUGGESTED POLICY APPROACH SR1

Development & Design Principles

1. ***Maximum 15 dwellings.***
2. ***Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development in this sensitive location.***
3. ***The site should be designed to safeguard the amenity of neighbouring residential properties to the south of the site.***
4. ***There are no footways between the site and the village and it is unlikely that a footway could be provided and as B3114 Bristol Road is a busy road it would not be acceptable for pedestrians to walk on the existing narrow carriageway, particularly during peak times. Therefore an alternative pedestrian and cycle route between the site and the village is required***
5. ***Ensure that undeveloped parts of the site are given suitable landscape treatment in order to achieve an appropriate relationship with development on site and the wider area.***
6. ***Maintain or strengthen the integrity and connectivity of the Wildlife Network***

7. Development of any kind including gardens and garden boundaries should be kept at least 20m away from the centre line of the eastern and southern boundaries.

Site SR2

1.450 The site is approximately 1.7ha and can accommodate up to 15 dwellings on part of the site.

Context

- Site SR2 lies within the Upper Chew and Yeo Valley Landscape Character Area and within Mendip AONB.
- Site is a small to medium irregular grassland field, flat and relatively low lying, relating well to the semi-rural edge of village character of its surroundings.
- SR2 lies behind the houses and agricultural related businesses strung out along the Bristol Road, a narrow lane running north out of West Harptree.
- The eastern and southern boundaries of SR2 are surrounded by gardens. The northern and western boundaries are surrounded by business.
- There are some mature trees within the site.
- The strong boundary hedge line to the east is meandering and follows a stream line.
- This well vegetated stream line is a strong feature running northwards which visually contains the development along the Bristol Road.
- A Public Right Of Way (ref. CL23/30) runs along outside of the northern edge of the development site.
- Lea Croft House may need to be demolished to ensure adequate access onto SR2.
- The site is located within area susceptible to ground water flooding < 25% . The existing site is entirely greenfield, and any proposed development, will therefore increase impermeable area of the site. Without any mitigation, this could result in an increased flood risk elsewhere through increased runoff. It is therefore necessary to control surface water arising within the site to ensure that there is not net increase in off-site runoff rates.
- Any proposed drainage strategy should follow and utilise the existing blue corridors and a Full Drainage strategy should be provided to demonstrate that, the site can be adequately drained without increasing flood risk elsewhere and to ensure that the surface water flooding within the site can be mitigated.

Vision

- The contained nature of this site lends itself to a small development. The eastern and southern boundary hedge and stream line is important both as a landscape feature and as visual containment.

EMERGING POLICY APPROACH SR2:

Development principles

1. Maximum 15 dwellings .

2. Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development in this sensitive location.

3. ***Ensure that undeveloped parts of the site are given suitable landscape treatment in order to achieve an appropriate relationship with development on site and the wider area.***
4. ***Maintain or strengthen the integrity and connectivity of the wildlife Network***
5. ***Development of any kind including gardens and garden boundaries should be kept at least 20m away from the centre line of the eastern and southern boundaries.***
6. ***A Sustainable Urban Drainage System (SUDS) must be integrated at an early stage into the design of the site with opportunities taken to maintain or enhance biodiversity.***
7. ***Any development of this site should include for the provision of an access to Lea Croft House which includes parking and turning for commercial vehicles, allowing all vehicles to enter and leave the site in a forward gear.***

Site SR3

1.451 The site is approximately 0.2ha and can accommodate up to 10 dwellings.

Context

- SR3 lies within the Upper Chew and Yeo Valley Landscape character Area and the Mendips AONB.
- The site comprises a small to medium pasture field, flat and relatively low lying, containing a very small area of scrub and trees in the middle.
- SR3 lies in an open rural landscape right on the edge of West Harptree on the west side of the A368 approaching the village and is clearly open to view from the road.
- The field itself is not in particularly good condition with boundaries of fencing adjacent to a farm track to the north and west and to a small housing development to the south separated by a small amenity grass area, agricultural buildings to the southwest.
- A neat, clipped hedge runs along the A368 eastern boundary.
- Approaching the village on the A368 there are clear views over the site to the church spire within the Conservation Area.
- To the east of the A368 opposite the site the landscape is entirely rural.
- A farm storage barn is on the site and will need to be moved before any development can occur.
- Access onto site SR3 could be achieved from Parsonage Close however this would require confirmation. An alternative access would be from an access track north of the site.
- The existing track to the farm would need to be widened to accommodate farm vehicles and vehicles accessing the proposed dwellings.
- Any development would need to form an edge to the village and protect and enhance the conservation area.

Vision

- A small conservation lead development of a single row complementing the existing cluster of new houses to the south, using the existing access road and including the amenity grass mound could be acceptable with tree planting provided to enhance the existing scrubby copse and provide screening to views from the north on site SR3.
- Any development on this site will need to be designed so that it does not appear isolated and unconnected to west Harptree village as this would be detrimental to the conservation area setting.
- Any development would require very high quality design in such a sensitive and visible location.

EMERGING POLICY APPROACH SR3

Development & Design Principles

1. ***Up to 10 dwellings.***
2. ***Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development in this sensitive location.***
3. ***The site should be designed to safeguard the amenity of neighbouring residential properties to the south of the site.***
4. ***Ensure that undeveloped parts of the site are given suitable landscape treatment in order to achieve an appropriate relationship with development on site and the wider area.***

5. Maintain or strengthen the integrity and connectivity of the Wildlife Network.

Site SR4

1.452 The site is approximately 0.3ha and could accommodate around 4 dwellings.

Context

- SR4 is within the Upper Chew and Yeo Valley Landscape Character Area and within Mendip AONB.
- The Site comprises two very small fields adjoining a small housing estate and adjacent to open, relatively low lying, flat countryside.
- SR4 it relates more in character to the village itself than the wider countryside to the east.
- The smaller section of SR4 Smaller area is a pony paddock and slightly larger area is partially covered by scrub and trees forming a very small copse. Given the rather poor tree cover in this part of the village and surrounding countryside, this small area of tree cover is developing into a valuable landscape feature.
- Any development on this site would need to protect the copse and integrate it into any development of this site.
- A Public Right Of Way runs along the north east edge of the site (ref: CL23/1).
- The access road that leads to the site would be acceptable for up to 4 dwellings unless it became an adopted road.

Vision

- A small development which incorporates the copse on the site could be suitable on this site.
- Any new boundary should be a hedgerow or tree line to prevent an abrupt development edge to the countryside.

EMERGING POLICY APPROACH SR4

Development & Design Principles

1. ***Maximum 4 dwellings.***
2. ***Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development in this sensitive location.***
3. ***The site should be designed to safeguard the amenity of neighbouring residential properties to the south of the site.***
4. ***Ensure that undeveloped parts of the site are given suitable landscape treatment in order to achieve an appropriate relationship with development on site and the wider area.***
5. ***Maintain or strengthen the integrity and connectivity of the wildlife Network.***

Housing Development Boundaries

1.453 Housing Development Boundaries (HDBs) are delineated to enable appropriate housing development to come forward within the policy framework of the Core Strategy, reflecting the roles of each settlement. Parish and Town Councils have been asked to review the existing HDB boundaries and where necessary suggest adjustments. Any adjustments must take into consideration the HDB principles (detailed below) and must follow the existing housing limits of the village and exclude valued landscapes, nature conservation sites and must be in accordance with the character of the settlement. To ensure the approach is consistent, a set of four guiding principles have been developed that will be used in considering all HDB revisions:

The four HDB guiding principles:

Principle 1:

The HDB will be defined tightly around the housing of the village.

Principle 2:

HDBs will be defined to include:

a) Existing commitments for built development i.e. unimplemented planning permissions and site allocations (including those proposed in the Draft Placemaking Plan)
b) Land within residential curtilages except large gardens or other open areas which are visually detached from the settlement.

Principle 3:

HDBs will exclude:

a) Playing fields or open space at the edge of settlements (existing or proposed)
b) Isolated developments which are physically or visually detached from the village (including farm buildings or agricultural buildings on the edge of the settlement which relate more to the countryside than the settlement)
c) Large gardens and other open areas which are visually open and relate to the open countryside rather than the settlement
d) Large gardens or other areas whose inclusion or possible development would harm the structure, form and character of the village
e) Areas where development and intensification would harm the character of the village or would have an unacceptable impact on the highway or on the character and landscape
f) Significant employment sites that are important in providing sources of local employment

Principle 4:

HDBs do not need to be continuous. It may be appropriate given the nature and form of village to define two or more separate elements.

Process of Revising HDBs

1.454 The HDBs themselves have not been revised at this stage and remain as currently defined in the Adopted B&NES Local Plan. However, proposed revised boundaries will be included the Draft Placemaking Plan and the revisions defined on the Policies Map.

1.455 B&NES will continue to work with all Parish and Town Councils during this process. Those revised HDB maps that have already been submitted by Parish and Town councils are currently being reviewed and further analysis will be undertaken by B&NES Council in conjunction with the Parish and Town Councils to inform the Draft Plan.

1.456 All landowners and stakeholders also now have the opportunity to suggest or propose revisions to the HDB, justified against the principles set out above, during the Options consultation period. Any proposed revisions will be reviewed alongside the Parish and Town Councils suggested changes and proposals.

Part 2: Development Management Policies

Introduction

2.1 The detailed site proposals must be complemented by up-to-date district-wide policies in order to maintain a high quality environment and to ensure development schemes help to make better places. These need to build on the policy themes set out in the Core Strategy. The Launch Document started the process of developing other positive and proactive development management policies to help deliver the objectives of the Core Strategy, taking account of national planning policy (NPPF). This is the chance to review the adopted Local Plan policies some of which are becoming out of date and to consider if any new policies needed.

2.2 Once developed these policies will be used to assess and determine planning applications and appeals. The NPPF makes it clears that '*only policies that provide a clear indication of how a decision maker should react to a development proposal should be included in the plan.'* The local plan should avoid repetition of national policies

2.3 Building on comments received through the consultation on the Launch Document and in response to new national planning guidance, the following section sets out the emerging preferred approach for planning policies for assessing planning applications. Where reasonable alternative options have been identified for particular policy areas, these have been included with reasons why they are not favoured.



Residential Development

Links with the Core Strategy
Key Policy – *CP10 Housing Mix, B5 Strategic Policy for Bath's Universities*
Strategic objectives *Meet Housing Needs; Plan for Development that Promotes health and well-being*

Introduction

2.4 In addition to meeting housing need the NPPF states that local planning authorities should:

- Provide housing to meet the community's needs (para. 7)
- Set out an approach to housing density to reflect local circumstances (para. 47)
- Plan for a mix of housing types (including those wishing to build their own homes i.e. self build, families, older people and people with disabilities) (para. 50)
- Bring housing and buildings back into residential use (para. 51)

2.5 The Core Strategy Policy CP9 covers the provision of affordable housing. In addition, the Core Strategy includes policy CP10 on Housing Mix, and states that the accommodation needs of older people in particular will be considered in the Placemaking Plan (including considering specific allocations).

Aims

2.6 The broad aims of the emerging policy approach are as follows:

- Ensure that housing provision meets demonstrable housing needs including housing for elderly people, special needs accommodation and self-build
- Control the growth and geographical spread of Houses in Multiple Occupation in Bath
- Ensure that density for residential development is appropriate given housing needs and location
- Ensure that residential development is socially inclusive and contributes towards health and well-being
- Protect the existing housing stock
- Ensure that empty homes are brought back into use

Housing and Facilities for the Elderly, housing for people with other Supported Housing or Care Needs

2.7 In relation to Elderly Persons Accommodation and housing for those with Supported Housing or Care need. In addition to the scope of Local Plan Policy CF.6 criteria have been included to refer to the need to demonstrate need, avoiding conflict with existing/future uses and the need to consider combined heat and power.

2.8 Bath & North East Somerset is facing a significant and increasing demand for housing and care to meet the needs of its ageing population. The number of people of retirement age is predicted to increase by nearly 6,000 (18.3%) by 2021. The most significant rate of growth in the local authority area's population will be in the number of people aged 85 and above: this is anticipated to have risen 23.9% by 2021.

Older People Projections

	2011	2016	2021	% increase
Bath and North East Somerset				
65-74	15,928	18,429	18,497	16.1
75-84	10,981	11,432	13,066	20.0
85+	4,908	5,482	6,080	23.9
Total	31,817	35,343	37,643	18.3

Source: Subnational population projections, Interim 2011 based on Census data.

2.9 The most significant rate of growth in the local authority area's population will be in the number of people aged 85 and above: this is anticipated to have risen 23.9% by 2021.

2.10 In 2008, The Housing Learning and Improvement Network (LIN) in partnership with Communities and Local Government published *More Choice, Greater Voice* which accompanied the publication of the national Housing Strategy for Older People. *More Choice, Greater Voice* highlighted the anticipated expansion of the older population and made some best practice recommendations for local authority planning and commissioning teams to develop alongside housing providers. The Housing LIN suggested that future specialised accommodation for older people should be provided on a ratio of 170 units per 1,000 people aged 75. This suggests that, based on current population projections, there is a need for 479 units (flats/houses) of Extracare provision as well as 192 dementia specific Extracare units in B&NES by 2021.

2.11 The Council recognises the need to deliver a new supply of age appropriate housing to meet the changing needs of its population. Much of this demand can be met through the existing supply and the provision of good quality, well designed, adaptable new homes. However, the Council has identified that there is a significant shortfall in housing options for older and frailer people who have identified care needs, but who wish to remain independent in a home of their own.

2.12 Data from the 2011 Census highlights that the majority of older people in the Bath and North East Somerset area own their own homes and many of these people will want a choice of housing options when their care or mobility needs increase. The current supply of 150 Extra Care units is found in the affordable housing sector, and while this is making a valuable contribution to meeting current demand, the Council wishes to support the development of mixed tenure Extra Care in both Bath city and the wider district. Delivering a range or tenure options for Extra Care will address this lack of choice.

2.13 Extra Care housing is the generic term for purpose designed, self-contained housing for older and disabled people with care and support available on site 24 hours a day, promotes independent living and provides a real alternative to Residential Care. People living in Extra Care hold the tenancy or lease to their own home and are encouraged to live independent lives with the benefit on site care, delivered according to assessed and eligible need: the care is the *only* element of the service provided within the scheme that is regulated by the Care Quality Commission (CQC), which helps distinguish C3 use from C2 residential care homes where the entirety of the scheme is regulated by the CQC.

2.14 There are a number of different extra-care models currently available: however the key elements for the delivery of this service are as follows:

- Self-contained dwelling units that have been designed to meet the needs of older and/or disabled people:

- Communal facilities accessible to tenants/leaseholders and, in some instances, the wider community of interest including specialist bathing, meal provision, shop:
- The provision of assistive technology to monitor and minimise risks to tenants/leaseholders:
- 24 hour, on site care available to a) meet on-going and assessed needs and b) respond in an emergency as appropriate:
- Easy accessibility to key local facilities e.g. public transport, health centres, shops, pharmacy:
- High levels of Housing Management Support for tenants/leaseholders.

2.15 Many extra care facilities focus on the continuum of care. Some provide a mixture of sheltered and extra care provision on the same site: others (the "care village" model) provide the full continuum of care ranging from sheltered housing to nursing homes. Although these models are available in adjacent local authorities (Bristol, North Somerset), they have yet to be developed in B&NES.

2.16 Extracare in itself is not an affordable housing tenure but C3 Extracare proposals should meet the Core Strategy requirements of CP9 for the delivery of affordable housing.

EMERGING POLICY APPROACH H1

Housing and Facilities for the Elderly, people with other Supported Housing or Care Needs

Housing and Facilities for the Elderly, people with other Supported Housing or Care Needs, will be permitted, where:

- ***The use is compatible with the locality and existing/future uses in the locality, and does not create potential conflicts with existing uses (e.g. potential for visual and noise intrusion if in a city/town centre);***
- ***There is adequate (i) communal space (including cooking and dining areas) and (ii) garden/outdoor space within the curtilage of the property to meet the needs of the residents.***

National best practice standards should be met relevant to the type of development proposed, for example development should, follow best practice identified by HAPPI 12, in particular the 10 elements critical to age-inclusive housing:

- ***Generous internal space standards:***
- ***Plenty of natural light in the home and circulation spaces***
- ***Balconies and outdoor space, avoiding internal corridors and single-aspect flats***
- ***Adaptability and "care aware" design which is ready for emerging assistive technologies***
- ***Circulation spaces that encourage interaction and avoid an "institutional feel"***
- ***Shared facilities and community hubs where these are lacking in the neighbourhood***
- ***Plants, trees and the natural environment***
- ***High levels of energy efficiency, with good ventilation to avoid overheating***
- ***Extra storage for belongings and bicycles***
- ***Shared external areas such as "home zones" that give priority to pedestrians***

Follow best practice identified in the LIN Design principles for extra care (Housing LIN factsheet 6).

The latest industry best practice standards will be utilised to consider development proposals for other client groups.

H1 will complement Core Strategy policy CP10 Housing Mix and will supersede saved Local Plan policy CF.6 Community Care Facilities

Other alternatives considered

1) Allocating specific sites for elderly persons/special needs housing was considered, however, there is currently insufficient evidence to support site specific allocations.
2) Extra Care housing can take a variety of forms which influence whether it is classified as a C2 (Residential Institutions) or C3 (dwellings) use under the relevant Use Classes Order. The nature and type of services, regulatory arrangements and accommodation in a scheme will determine the Use Class. Therefore there is an option for the Placemaking Plan to indicate in detail the factors to be considered to determine the Use Class in B&NES.
3) There is also an option not to include a specific policy

Housing Density

2.17 Housing density is an important part of local character and national policy requires that a local approach be established. Within the Core Strategy strategic allocations and the Placemaking Plan site allocations, approximate densities are established in the development & design principles and by the level/mix of development proposed. This approach avoids the inefficient use of land and reflects an understanding of the local context.

2.18 Density should be informed by local context including local character, urban morphology and landscape and visual impact. For windfall/unallocated development sites, density must be considered on a case by case basis and supported by background evidence and a design rationale. In general terms:

- Higher densities are appropriate where this reflects local character and where the locations have good public transport accessibility and access to local services and facilities – this includes city, town, district and local centres as well as nodes along public transport corridors.
- Local evidence such as *Building Heights Strategy for Bath; the Urban Morphology Study etc.* should inform development density.

2.19 The wording of the first clause has been amended from HG.7 to refer specifically to the site allocations policies and the minimum density has been raised to 35dph to reflect the need to make efficient use of land.

EMERGING POLICY APPROACH H2

Residential development will only be permitted where the proposed net density is compatible with the site, its location, accessibility and its context. Where sites are allocated in the Core Strategy/Placemaking Plan the density should be in line with the Placemaking Principles for the site.

Higher net densities will be encouraged in accessible locations with good local facilities, in excess of 50 dwellings per hectare.

Densities below 35 dwellings per hectare will not generally be supported, in order to make efficient use of land. Lower densities will need to be justified on character grounds.

Policy H2 will supplement the strategic site allocations included within both the Core Strategy and the Placemaking Plan. It supersedes policy saved Local Plan saved policy HG7 Housing Density.

Other alternatives considered

1) Alternatively, the previous wording could be reinstated from Local Plan Policy H.7, i.e. minimum density 30 dph net density.
2) There is also an option not to include a specific density policy and allow density to be function of character and design

Houses in Multiple Occupation

2.20 A House in Multiple Occupation (HMO) is a house or flat which is occupied by three or more unrelated people who share facilities such as a kitchen or bathroom. HMOs are an important part of the local housing market, particularly within Bath, providing affordable accommodation for student, professionals and migrant workers among others.

2.21 There are currently over 3,000 Houses in Multiple Occupation in the district, the vast majority of which are within Bath.

2.22 The Council exerts greater planning controls over HMOs in Bath, and in July 2013 introduced a city-wide Article 4 Direction to control the future growth and geographic spread of HMOs. Change of use from residential to HMO now requires planning permission across Bath.

2.23 Additional Licencing arrangements are also operated within specific parts of Bath which work alongside Mandatory Licencing to ensure that required management standards are met.

2.21 Emerging Policy H3 will replace the saved Local Plan policy HG.13, and is necessary in order to provide a policy hook for the continued use of the *Houses in Multiple Occupation in Bath Supplementary Planning Document* alongside the Article 4 Direction.

2.24 The wording of the saved Policy HG.12 is proposed to be amended by H3 by: referring to harmful transport impacts; to be worded more positively; to refer to the issue of community balance and over-concentration of HMOs in a locality; to facilitate protection of commercial uses where residential units are provided above commercial uses (such as shops or pubs).

EMERGING POLICY APPROACH H3

Change of use from residential (C3) to a small HMO (C4) or a large HMO (Sui Generis use class) will be permitted. unless:

i) The site is within Bath, and there is existing high concentration of HMO in the locality (as defined in the Houses in Multiple Occupation in Bath Supplementary Planning Document and its associated evidence base), such that further changes of use will not support a balanced community,

ii) The HMO use is incompatible with the character and amenity of established adjacent uses;

iii) The HMO use significantly harms the amenity of adjoining residents through a loss of privacy, visual and noise intrusion, (in a way that C3 residential use would not);

iv) The HMO use creates a significantly harmful transport impact, (in a way that a C3 residential use would not);

v) The HMO use results in the unacceptable loss of accommodation in a locality, in terms of mix, size and type etc.

vi) The development prejudices the continued commercial use of ground/lower floors.

H3 will supersede policy saved Local Plan policy HG.12 and will be supplemented by the existing Houses in Multiple Occupation in Bath Supplementary Planning Document

Other alternatives considered

1) Reinstate previous wording from the Local Plan policy HG.12

Student accommodation

2.25 The strategy for student accommodation is set out in the Core Strategy at Paras 1.26, Policy B1(7a) and Policy B5. The strategy is to ensure that sufficient new bedspaces are provided to meet additional accommodation demands from 2011, and, to retain the need for student related HMOs at 2011 levels. The strategy does not overtly seek to reduce the role of HMOs (numerically), although the share/ relative impact of such HMOs of the total housing stock of the city will drop as 7,000 more new dwellings are built during the plan period. The strategy is also to provide the majority of new accommodation on-campus, with off-campus provision playing a supplementary role if campus capacity cannot come forward in a timely fashion.

2.26 Off-campus provision should not prejudice the implementation of on-campus capacity delivery if this can be avoided i.e. this would only be acceptable where on-campus delivery cannot demonstrably come forward to keep up with additional demand. Even where off-campus accommodation may be acceptable in the circumstance outlined above, there will be certain sites where the opportunity cost is too great. Such sites will have been allocated for other uses.

2.27 The emerging site specific policies on Bath University and Bath Spas University are set out in Part 1 of the Placemaking Plan Options document.

Residential Use in Existing Buildings

2.28 The sub-division of existing dwellings to form smaller units or flats is a common way to increase the occupancy/density in residential areas. In addition, the conversion of non-residential buildings and the re-use of buildings for residential use is also supported, in that (where appropriate) this can boost local housing supply.

2.29 B&NES has a proactive approach in terms of bringing empty homes back into use, the previous policy included in Local Plan policy HG.12 is proposed to be taken forward as a stand-alone policy.

EMERGING POLICY APPROACH H4

The sub-division of existing dwellings will be permitted , unless:

i) The residential use creates a harmful transport impact, (in a way that a the existing use would not);

ii) The development does not prejudice the continued commercial use of ground/lower floors.

The re-use of existing empty homes in continuing residential use will be strongly supported.

H4 will supersede saved Local Plan policy HG.12.

Other alternatives considered

1) Reinstate previous wording from the Local Plan policy HG.12
2) There is also an option not to include a specific policy

Self-Build

2.30 National Policy supports the principle of self-build and Councils have a duty to understand the demand/need for self-build housing.

2.31 The Council supports self-build provision as part of development sites and also as part of rural exceptions sites and/or community land trust mechanisms. The Placemaking Plan provides the opportunity to develop a policy to encourage self-build, although national policy inhibits a policy which *require* self-build accommodation. There is now a workable planning definition of self-build housing (introduced via the Government's Community Infrastructure Levy Exemption/Relief mechanism).

2.32 The Council has signed up to the Local Self Build Register (August, 2014) which will assist in gathering evidence of demand/need for self-build housing in the district.

EMERGING POLICY APPROACH H5

The provision of self build housing will be supported, and CIL will not be charged where the scheme meets the exception criteria. Self-Build should be included the incorporation of self-build housing in larger development sites

H5 is a new policy.

Other alternatives considered

1) Including a requirement for a % of self build on site was considered, however, it is not considered that this complies with current national policy. Further evidence of need is being gathered as part of the revised SHMA which may lend greater support to a requiring policy.
2) There is also an option not to include a specific self build policy
3) There is an option to not mention the density element as it is included in policy H2 already, however, it is considered relevant to cross reference this.

Retention of Existing Housing Stock

2.33 The existing housing stock should be protected from change of use, where possible, given the high demand for housing.
However, there will be circumstances where change of use to non-residential use or to Visitor Accommodation uses (such as a Hotel, Guesthouse or the provision of Bed and Breakfast) could be acceptable where there is Conservation or other benefits that outweigh the loss of a single dwelling.

2.34 The wording of the first clause has been amended from HG.13 to refer more generally to conservation benefits, which could include re-conversion of flats back into a whole house not just change of use from residential to employment use. The policy has been made more flexible to allow consideration of other benefits from a change of use.

EMERGING POLICY APPROACH H6

Development which would result in the loss of existing residential accommodation would not be permitted unless, there are benefits that outweigh any harm, such as:

i) There are demonstrable and substantial conservation benefits
ii) There are demonstrable and substantial economic, social or environmental benefits
iii) There are benefits in terms of providing visitor accommodation

H7 will supersede saved Local Plan policy HG.13 Retention of Existing Housing Stock.

Other alternatives considered

1) There is an option to reiterate Local Plan policy HG.13
2) There is also an option not to include a specific policy

Space and Access Standards

2.35 In response to the Government's Housing Standards Review technical consultation (Sept 2014), there are now "optional requirements" which can be implemented above the basic Building Regulations requirements through planning. These optional requirements cover issues of access (for disabled people and the elderly), water efficiency (covered in Sustainable Construction) and minimum space standards (likely to be based on gross internal area).

2.36 These new policy approaches must be justified on the basis of local need, and the Government states that they must be used on a "need to have" rather than a "nice to have" basis - in line with the an as yet defined national "needs test". Any optional requirements must be implemented through a Development Plan document, such as the Placemaking Plan rather than a Supplementary Planning Document (according to the current Government statements).

2.37 Local community groups and professional bodies are supportive in particular of the implementation of local space standards.

2.38 Once the enabling legislation and national policy is in place, the Council will need to assess whether the criteria can be met locally and what additional evidence will be needed to justify specific standards. Until this point, it is difficult to outline what the policy would look like and whether or not this would be locally justifiable. However, the position is likely to be clearer to inform preparation of the draft Plan during 2015.

2.39 In line with the approach advocated in the Planning Obligations SPD, the Council will seek to include both local space standards and access standards.

Boat dwellers

Context

2.40 he NPPF is silent on the specific issue of boat dwellers but does encourage local planning authorities to deliver a wide choice of high quality homes, widen opportunities for home ownership and

create sustainable, inclusive and mixed communities. In recent years there has been a substantial increase in boat traffic and pressure for permanent residential moorings within B&NES.

2.41 It is recognised that houseboats are a lifestyle choice for some residents and a necessity for others. They contribute to increasing diversity of homes within the District. The Core Strategy aims to deliver new development in sustainable locations and it is proposed that the same principle should be applied to proposals for residential and other moorings.

2.42 Except for those stretches of the river and canal which run through the built up area of Bath, the River Avon lies within the Green Belt and hence the controls of Green Belt policy will apply. The NPPF is clear that inappropriate development within the Green Belt is, by definition, harmful and should not be approved except in very special circumstances. Substantial weight should be given to any harm to the Green Belt.



2.43 District's rivers, canals and other watercourses make an important contribution to the character of the countryside and urban areas and are often of great wildlife importance and interest including increasingly rare water-dependent habitats. The NPPF and the Core Strategy seek to conserve and enhance the natural and local environment.

Summary of key issues

- Whether there is a demonstrable need and/or demand for the additional moorings and marina development
- Scope for existing marinas to accommodate additional permanent/short stay/visitor moorings
- distinction between the role the planning system can play in providing for boat dwellers and legal obligations of Canal and River Trust (formerly British Waterways)
- issues around Green Belt, riverside environment (wildlife, leisure, recreation), riparian owners, footpaths, access, Environment Agency's operational requirements
- recognition that waterways are a form of strategic and local infrastructure performing multiple functions, such as sustainable transport, open space and green infrastructure, land drainage and water supply, flood alleviation
- recognition that development will have an impact which will need to be mitigated and the cumulative impact of development proposals is a key issue that will need addressing

Gaps in evidence

2.44 The Task and Finish Group review of the common needs and requirements of Boat Dwellers and River Travellers undertaken in July 2013 provides an overview of the situation. However, a robust and defensible evidence base is still required to support the need for additional permanent/temporary residential moorings or visitors' moorings. This is needed to inform the Draft Placemaking Plan.

Developing a policy approach

2.45 Saved Local Plan Policy HG.14A currently provides clear guidance for proposals for residential moorings. This form of development also has a role in contributing to meeting the District's housing requirements including the need for affordable housing.

2.46 Any planning application for development affecting a waterway will be assessed to ensure that the proposed use of land or development is appropriate and whether opportunities for enhancing the amenities of the waterways have been fully recognised.

Emerging Preferred approach

2.47 As moorings and marina development are not recognised as appropriate development in the Green Belt by national policy, applications for residential and other moorings outside the urban areas and within the Green Belt will have to demonstrate 'very special circumstances'.

2.48 The emerging preferred approach is to include a comprehensive policy framework that sets out the circumstances in which planning applications for moorings will be acceptable. **In many cases moorings will not need planning permission.** However, physical development required to create a mooring will require planning permission and it is proposed that this policy will be used to guide decisions. The Canal and River Trust has published guidance for the development of new residential mooring sites to assist both developers and local authorities in considering residential mooring site applications.

EMERGING POLICY APPROACH H8

Development involving new and additional moorings will be permitted provided they are located outside the Green Belt and satisfy the following requirements and:

1) ***It can be demonstrated that there is a proven need for the mooring(s)/marina***
2) ***They are located within or adjoining the built up areas of Bath or Housing Development Boundaries or within an established boatyard or marina***
3) ***They have good access to services and facilities, employment opportunities and to public transport and other sustainable transport links***
4) ***There is no conflict with the navigation authority or the Environment Agency's operational requirements***
5) ***adequate servicing and facilities for sewage and rubbish***
6) ***there is no negative impact on navigation***
7) ***there is no adverse impact on the amenity and conservation interest of the waterway***
8) ***they provide adequate pedestrian and service vehicle access including access for emergency services***
9) ***provision of safe access and egress during a flood***

New and additional moorings within the Green Belt will not be permitted unless very special very special circumstances can be demonstrated that outweigh harm to the openness by reasons of inappropriateness and do not conflict with the purposes of including land in it.

Would replace saved Local Plan Policy HG.14A

Other alternatives considered

1) Rely on other policies in the Core Strategy and Placemaking Plan to provide the context for determining applications for moorings and marinas. However, this approach would not provide sufficient guidance to address the particular issues associated with this type of development in Bath & North East Somerset.

Economic Development

Links with the Core Strategy
Key Policy –
Strategic objectives –

Proposals involving Office and Industrial Land and Floorspace (B1, B2, B8)

Context

2.49 The availability of office and industrial land and premises is necessary for economic sustainability. The stock of office and industrial floor space in B&NES needs to be managed, enhanced and increased to enable the delivery of the Council's Economic Strategy. These objectives the strategy are reflected in West of England Local Enterprise Partnerships Strategic Economic Plan (SEP).

2.50 Policies (B1, KE1 and SV1) of the Core Strategy contain targets to increase the stock of office floorspace in Bath, Keynsham and the Somer Valley. For industrial space the same policies set out whether the Plan is seeking to increase the stock or manage its possible contraction. These policies replace Policy ET.1 of the Local Plan. These indicative targets set out the Plan's direction of travel and are based on long term forecasts underpinning the aspiration of the West of England's SEP.

2.51 In managing the existing stock of space, and where possible (in respect of current and emerging permitted development rights) decision-making will take into account current market signals, as well progress against long term targets.

Office Development (B1a and b uses classes)

Planning positively for office development

2.52 In order to plan positively for office space the Core Strategy identifies a city centre boundary for Bath and a wider Central Area into which the city centre can grow. These areas will be the focus for new office space and fall within the Bath City Riverside Enterprise Area. The Enterprise Area also extends further west and in some circumstances limited levels of new office space as part of mixed use developments will be suitable in well-connected areas. The site allocations section of the Plan indicates where this may be the case. For Keynsham, Midsomer Norton and Radstock the Placemaking Plan will identify town centre boundaries. It is within these sustainable centre areas that new office developments will be concentrated.

2.53 The site allocations section of the Placemaking Plan will identify specific sites within and adjoining the city/town centre boundaries and elsewhere in the Enterprise Area for new office uses to meet strategic needs.

EMERGING POLICY APPROACH ED.1A

1. ***New office developments within city and town centre boundaries, and on sites specifically allocated for this purpose are acceptable in principle.***

2. ***Beyond these areas office developments will need to be justified in respect of the NPPF sequential test (and impact test if over 2,500 m^2 GIA).***

Bath Core Office Employment Area (Policy ET.2 of the BANES Local Plan)]

2.54 The emerging approach is that the Bath Core Office Employment Area (part of Policy ET.2 of the BANES Local Plan) will be deleted. This had two functions. Firstly it acted as a *de facto* city centre boundary in the Local Plan in respect of office space and the sequential test (in the absence of a defined one) and was permissive in respect of new office space within it. However, a city centre boundary has now been identified in the Core Strategy and so the Core Office Employment Area is unnecessary.

2.55 Secondly, the Core Office Employment Area was an area within which the loss of office space was managed with a high level of control. This area extended beyond the city centre to include an out-of-centre office cluster on the Lower Bristol Road. However, that control has been reduced back significantly due to the introduction of the NPPF in March 2012 (notably paragraph 51) and new permitted development rights in May 2013, which will last until at least May 2016 and quite possibly to 2019 (see paragraph 11). The 'controlling losses' aspect of Policy ET.2 and its precise tone does not accord with the NPPF or new permitted development rights. National planning policy has been liberalised significantly since the adoption of ET.2.

2.56 There is an apparent conflict between the liberalisation of planning policy in respect of losses to the office stock and the identification of the Enterprise Area (within the Bristol sub-region City Deal) as the primary economic space for business premises (current and future) and jobs (current and future). The Council has big plans for the Enterprise Area and is concerned that these pans could be frustrated by current government policy, particularly in respect of permitted development. The Council requested that the Enterprise Area (as the Council's ambitions for it) represented a string economic reason why it should be excluded new PD rules (as Article 1(6A) land)but this request not embraced by CLG.

2.57 Set out below are the options that are available in respect of local planning policy within this new national context. The room for manoeuvre is limited.

Change of use & redevelopment of B1 (a) office use to C2 (residential institutions), C3 (dwellings houses), C4 (HMOs)

2.58 Paragraph 51 of the NPPF (March 2012) states that "*LPAs should normally approve* (our emphasis) *planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate*".

2.59 The term 'change to' encompasses both a change of use and redevelopment as ultimately both will result in a 'change to' the use of land. Residential is defined as development in the C2, C3 and C4 use classes. Residential also encompasses sui generis residential uses such as large HMOs (i.e. blocks of student accommodation with shared flats hosting more than 6 persons).

2.60 In May 2013, Government introduced permitted development rights to enable premises in B1(a) office use to change to C3 residential use (though not C2, C4 or sui generis residential uses) without the need for a planning application, subject to prior approval covering flooding, highways and transport issues and contamination. If the building is listed, permitted development is not applicable and planning applications needed. However this is to deal with heritage issues rather than 'in-principle' issues. The PD rights last until 2016, but once a change occurs within that period it is not time limited.

2.61 The current permitted development rights only apply to a literal 'change of use' (not redevelopment). Proposals for the 'redevelopment' of office space to C3 residential use still require a planning application. Such applications will need to be determined in accordance with the development plan, but this itself must be constructed to be consistent with NPPF (51), in respect of the expectation that it should be 'normally' approved, where there is a need for additional housing, provided that there are not strong economic reasons acting against this.

2.62 What constitutes a 'strong economic reason' is not defined nationally and so requires some definition in policy locally.

2.63 In the early phases of drafting the Options document it seemed that there was equal prospect the PD rights would cease in 2016, or be extended. Were Government remove the permitted development rights in due course, NPPF: 51 and emerging Policy ED.1B (below) would have also become applicable in practice in determining proposals for a 'change of use' from an office to C3.

2.64 It now appears more likely that Government will extend permitted development rights by a further 3 years to May 2019, with amendments coming into force after the current rights end in May 2016 (Technical consultation on planning, CLG, July 2014).

2.65 However, in addition to the matters already considered under the 'prior approval' process Government is proposing a new test to consider the potential impact of the significant loss of the most strategically important office accommodation. Government indicates that this would be tightly defined and is considering the specific wording to use. Once this wording is established, it may be necessary to reconsider the emerging criteria for 'strong economic reasons' in emerging Policy ED.1B to reflect the prior approval definition. Consideration could also be given to listing those premises that the Council considers meets this definition, in the Plan; the alternative being to address the merits of a site on a case by case basis within a prior approval request. Given Governments intention to tightly define the definition any such list might also have a quite a high threshold for entry.

2.66 Simply being on the list (if there is one) would only be part of the matter as it is the 'impact' of the loss that must be considered, and this relates to demand side factors too, which can change in time.

2.67 If a proposal were to fail the new proposed prior approval test (for impact reasons), if it comes into force, a planning application could still be submitted but this would be unlikely to be successful re NPPF: 51 and proposed policy ED.1B.

2.68 Emerging Policy ED.1B will apply to proposals to 'redevelop' offices as C3 housing. It will also apply to the change of use of listed office buildings, if the additional test in the 'technical consultation' comes into force in 2016.This is because listed buildings are not captured by the prior approval process, but the proposed new 'impact' test should still be applied. If for some reason the additional test does not come into force then ED.1B would not apply to listed office buildings (would be the case now). The planning application process re listed office buildings would deal only with heritage matters, not 'in-principle' matters.

2.69 Proposals for the redevelopment of offices to a C2, C4 or sui generis residential uses do not benefit from PD and so will, in all circumstances be judged against emerging policy ED.1B. Where a proposal is for student accommodation, Policy B5 of the Core Strategy will also be used in decision-taking.

2.70 This background is translated into policy below. Given the preceding text are there any other options that should be considered. In particular is clause 3 and the guidance on its application reasonable and in step with national policy.

EMERGING POLICY APPROACH ED.1B

The conversion of office space (B1a) to C2, C4 and sui generis residential uses, and the redevelopment of office space to these uses and C3 use will be normally be approved, unless both clause 3a and 3b) are met, which would equate to a strong economic reason for refusal.

1. ***The conversion of office space to C3 is permitted development, unless the building is listed. Clauses 3a and 3b will not apply to applications for such conversions, unless and until an additional prior approval impact test comes into force in May 2016 or another date.***

Clause 3

- ***a) the site is within the Bath Central Area, the Bath City Riverside Enterprise Area a town centre or at Somerdale, or is otherwise identified in the Plan***
- ***b) the loss of the site would be a significant loss to the most strategically important office accommodation and therefore significantly harm the Council's ability to plan positively for economic development.***

In determining ' significant loss, strategic importance and harm', consideration will be given to:

- ***the quality of the building relative to alternative and available, premises in the locality***
- ***the need to retain the building in the context of the achievement strategic Core Strategy targets set out in B1***
- ***current market signals (to ensure that at any point in time the long term targets remain valid)***

2. ***In respect of student accommodation, proposals involving the loss of office space will be refused if they meet the tests of Core Strategy Policy B5.***

3. ***Planning conditions will be applied to planning permissions for office space on sites allocated for this use in the Placemaking Plan to remove permitted development rights in respect of a future change of use to C3.***

2.71 At the time of writing the use of the new permitted rights has not had a significant negative impact on the supply of office space in the District. The most important elements of the stock have not been targeted. There have been losses, but the realisation of demand has not been affected to the extent that there is a shortage. There is therefore currently no intent from the LPA to introduce an Article 4 direction, requiring a planning application to be submitted for changes of use from office to residential i.e. extinguishing permitted development rights locally.

2.71a An alternative approach option with regard to the approach in ET.1B above would be one which did not identify locations for office safeguarding but which relied on a district-wide criteria akin to clause 3b.

Change of use and redevelopment of B1 (a) office use to other town centre uses (A1, A2, A3 C1, D1 and D2)

2.72 Paragraph 51 of the NPPF is only permissive in respect of a change (conversion or redevelopment) between offices and residential. It does not apply to a change between offices and other town centre uses.

2.73 However, in May 2013, Government introduced permitted development rights that enabled B1 uses to change use to shops and other retail premises (A1, A2, A3)[1] uses for a single period of up to two years. After two years the use must revert back to B1. These rights will end in May 2015 (although a change of use implemented in April 2015 would be valid until 2017).

2.74 The LPA is monitoring the take up and impact of these rights. Thus far there have been no significant adverse impacts. Accordingly, in designated city, town and local centres, the Council could adopt a permissive approach to applications from B1(a) offices to shops once the two year period is over. If this approach were to result significant unintended negative effects to the office market, the Council would undertake a partial review of the Plan via the fast track route set out in the NPPG.

2.75 There are no permitted development rights for a change of use of offices to C1, D1 and D2 uses aside from in relation to a state-funded school. This requires a prior approval covering flooding, highways and transport issues and contamination. Where control of use is possible the Council will prioritise the retention of office space over C1, D1 and D2 uses. In practice this is most likely to be of use in protecting office space from hotel conversion/redevelopment, where this would not be detrimental to the operation of the office market. In some cases it may not be detrimental

EMERGING POLICY APPROACH ED.1C

- ***The change of uses of office space to A1, A2 and A3 uses will normally be permitted unless clauses 3a and 3b of ED.1B are met***
- ***The change of use of office space to other town centre uses will not normally be permitted, unless a) the office building is of poor quality and b) has been marketed for 12 months on reasonable terms, without success***

Light Industrial (B1c), Heavy Industrial (B2) and Warehousing (B8) Uses

Planning positively for industrial development

2.76 Paragraph 20 of NPPF expects LPAs to plan proactively to meet development needs of business. Paragraph 21 (bullet 2) requires that LPAs set criteria, or identify strategic sites for employment uses.

2.77 Policy ET.3 of the Local Plan currently identifies 'Core Business Areas' for B1c, B2 and B8 uses. These areas are afforded a high level of protection from alternative (higher value) uses. The Core Employment Areas have been reviewed to assess whether they should be rolled forward into the Placemaking Plan as Strategic Employment Sites. In doing so the Council has had regard to whether:

[1] Government will soon consult a new wider 'retail' use class. This is most likely to be a merger of the current A1 and A2 use class but excluding betting ships and payday loan shops

1) The site is genuinely strategic in the BANES context
2) Whether there are reasonable prospects for churn or redevelopment within the site should current occupiers leave and
3) Paragraph 22 of the NPPF, which advises that there must be a reasonable prospect of a site being used for the allocated employment use. This applies to land currently or last used for employment purposes and new greenfield allocations.

2.78 The emerging list of Strategic Employment Sites is set out in the Policy Approach ED2.A below. Those sites identified in the B&NES Local Plan that it is considered should not be taken forward as Strategic Employment Areas are also listed below.

2.79 Industrial and warehousing premises benefit from limited permitted development rights for their erection and exterior alteration. These are set out in the GPDO. Where there is any doubt as to whether development would be permitted development advice from the LPA that the proposed works are permitted development or whether a planning application is needed.

Losses of Industrial Land & Premises

2.80 Despite the need to plan proactively for business uses, Paragraph 51 of the NPPF (March 2012) states that

> "*LPAs should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate*".

2.81 '*Change to'* encompasses *change of use* and *redevelopment. Residential* is defined as meaning development in the C2, C3 and C4 use classes. *Residential* also covers sui generis residential uses such as large HMOs (i.e. blocks of student accommodation with flats of more than 6 persons).

2.82 In Budget 2014 Government announced that it would begin a consultation in Summer 2014 on the introduction of permitted development rights (perhaps with a floorspace limit) to enable the change of use of light industrial and warehousing premises to C3 use that were 'active' at the time of Budget 2014. This began in July 2014 (Technical Consultation on Planning, CLG 2.28-2.31).

2.83 Light industrial uses B1(c) are premises which are used for any industrial process provided it is compatible with being carried out in any residential area without any detrimental impact to the area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. Class B8 covers storage and distribution uses, including open air storage.

2.84 Prior approval would be likely to cover flooding, transport, contamination and noise and possibly the impact of introducing a residential use into an existing industrial/employment area on neighbouring employment uses and their operations. There are obvious issues here. Government is also considering whether Permitted Development should be applicable in a WHS and in a Conservation Area and so it may be that Bath and other parts the district are excluded from any new PD rights.

2.85 If the GPDO is amended following the consultation then the impact on the stock on this type of employment land could be significant.

2.86 The policies below are written to be applicable within the current national policy context. If the GPDO changes then the policy will not be implementable. The approach will need to be updated during the preparation of the Placemaking Plan to reflect any changes to GPDO.

EMERGING POLICY APPROACH ED.2A

1. ***Proposals for light industrial, heavy industrial, warehousing (classes B1c, B2, B8) and builders merchants (sui generis) will be acceptable in principle within the following Strategic Economic Development Sites identified on the Policies Map.***

   Should car showrooms also be regarded as appropriate uses, given that this may enable their relocation from sites where high density development could take place?

   Bath
   - Brassmill Lane and Locksbrook Road

   Should the current Core Employment Sites 'Wansdyke Business Centre' and 'Midford Road' be regarded at strategic industrial sites or are they more appropriately regarded as 'second tier' non-strategic sites?

   Keynsham
   - Ashmead Road, Unity Road, Pixash Lane

   Somer Valley
   - Mill Road, Radstock
   - Westfield Industrial Estate, Westfield
   - Midsomer Enterprise Park, Radstock Road
   - Haydon Industrial Estate, Radstock
   - Old Mills, Paulton
   - Bath Business Park, Peasedown St John

   Should the current Core Employment Site 'Coates Factory' be also be regarded as strategic industrial site or is it more appropriately regarded as 'second tier' non-strategic sites?

   Rural

   Should the current Core Employment Sites 'Hallatrow Business Park', 'Farrington Fields' and 'Cloud Hill Factories' be regarded as strategic industrial sites or are they more appropriately regard as 'second tier' non-strategic sites?

2. ***The identification of these areas as Strategic Economic Development Sites means that there is a presumption in favour of retaining them solely for the aforementioned uses[2]. There are currently strong economic reasons why residential (and other alternative uses) would be inappropriate in respect of NPPF:51.***

[2] where possible given in respect of any future permitted development rights for a change of use of B1(c) and B8 uses to C3

- ***Applicants seeking to challenge this presumption should provide compelling evidence that circumstances have changed to the extent that there is no reasonable prospect of land or premises being used for the allocated purpose. Because of the economic significance of these areas, a marketing period of 2 years on reasonable terms, during a period when the UK economy is growing, will be needed to demonstrate this.***

EMERGING POLICY APPROACH ED.2B

Non-Strategic Industrial Sites

1. ***Proposals for the uses listed in ED.1A will be acceptable in-principle within existing non-strategic sites (comprising smaller clusters and stand-alone industrial premises) providing that this would not cause unacceptable environmental, residential amenity or highways problems.***
2. ***Non-strategic sites are not afforded the same level of protection as strategic sites.***
3. ***In accordable with NPPF:51, applications for residential uses will normally be approved unless there is a strong economic reason why this would be inappropriate.***
4. ***Evidence of unsuccessful marketing on reasonable terms for 12 months prior to an application will be taken as evidence that there is not a strong economic reason for refusal.***

Sustaining a buoyant rural economy

Context

2.87 The NPPF states that local authorities should adopt proactive strategies that:

- Support prosperous rural economies
- Promote the development and diversification of agricultural businesses
- Mitigate and adapt to climate change
- Conserve and enhance the natural environment (including protecting soil and the best and most versatile agricultural land)

2.88 The Core Strategy recognises and seeks to maintain and enhance the important contribution the rural economy makes to the overall economy of the District. The particular role both agriculture and rural tourism has to play is acknowledged and employment opportunities should be capitalised on when they arise whilst making sure the quality of the environment is safeguarded.

2.89 The Placemaking Plan's emphasis is to enhance the rural economy by supporting agricultural development including infrastructure for local food production and supply, agricultural diversification and other new employment development. The policy framework provides guidance on the re-use of rural buildings, accommodation for agricultural workers and the protection of agricultural land. The draft B&NES Local Food Strategy provides a body of evidence to underpin and inform the recommended policy approach.

Employment uses in the countryside

2.90 Core Strategy Policies RA1 and RA2 allow small-scale employment proposals at villages outside the Green Belt within and adjoining the Housing Development Boundary providing it is of an appropriate scale, character and appearance. The Core Strategy encourages the creation of new and retention of existing rural businesses to underpin economic sustainability especially through the reuse and conversion of redundant or underused buildings. The reuse or adaptation of buildings in the countryside is particularly important in the changing structure of the rural economy and can assist with farm diversification for commercial, leisure and tourism uses.

2.91 Saved Local Plan Policy ET.5 currently allows proposals for new employment development outside settlements and not in the Green Belt and is consistent with the NPPF in supporting economic growth and creating jobs in rural areas. National planning policy requires that planning policies *'support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings*'. Such a policy framework provides appropriate criteria for considering new employment development proposals in countryside.

Emerging preferred approach

2.92 Continue the current approach but expand it to also apply to proposals in the Green Belt.

EMERGING POLICY APPROACH RE1

Proposals for employment uses in the countryside outside the scope of Core Strategy Policies RA1 and RA2 will be permitted providing it is consistent with all other relevant policies, and

i) replacement buildings to be of a design well-related to its context
ii) involves the limited expansion, intensification or redevelopment of existing premises
iii) it would not lead to dispersal of activity that prejudices town and village vitality and viability

In the case of development in the Green Belt proposals should be consistent with national Green Belt policy and should preserve its openness and not conflict with the purposes of including land in it.

Would replace saved Local Plan Policy ET.5

Other alternatives considered

1) Allow a more flexible approach than Policy ET.5.
2) Rely on other policies in the Core Strategy and Placemaking Plan.

   However, neither of these approaches would adequately set a clear enough policy framework for considering employment proposals in the countryside.

Agricultural development

Policy aims:

- *Support development that enhances local food production.*
- *Support development that enables the processing, storage and distribution of local food.*

2.93 Agriculture plays an important role in the local economy and provides the basis for other economic activities in rural areas. By contributing to local food production and supply, farm businesses also have a vital role in enhancing food security and contributing to the mitigation and adaptation of climate change.

2.94 Over the past decade farming in the area has come under increasing pressure due to factors such as global competition, a slump in commodity prices, livestock disease, falling financial support and growing demands to manage the countryside so that its beauty and richness are enhanced. In 2001 the agriculture workforce was around 1000. The trend has seen a decrease in the full time workforce and a big increase in seasonal or casual labour representing nearly 50% of the total.

2.95 The Placemaking Plan's emphasis is therefore to support farm business function and local food production and supply to ensure that a robust and prosperous food and farming sector is maintained and enhanced. Enabling value to be added to locally grown food through the development of storage, processing and distribution facilities is important to supporting the rural economy and allowing for the benefits of local food to be more widely realised. As such, development that supports farm business function and local food production and supply such as small-scale agricultural developments and small scale development for food storage, processing, distribution and retail infrastructure will be supported in principle.

Emerging Preferred approach

2.96 Continue the general approach adopted in saved Local Plan Policy ET.6 which sets out the circumstances within which proposals for agricultural development would be acceptable but expanded to permit for the development of local food supply chain infrastructure such as on-farm processing facilities to enable local food production and supply.

EMERGING POLICY APPROACH RE2

1) Agricultural development (including; the erection of new agricultural buildings; significant extensions/ alterations to existing agricultural buildings; installation of machinery; construction of access roads) will be permitted providing

- ***a) It is consistent with Policy RE6 (re-use of rural buildings)***
- ***b) There are no unacceptable environmental and/or health impacts which cannot be adequately mitigated.***
- ***c) Adequate provision for the storage and disposal of animal waste is provided.***

2) Development that retains and strengthens food storage, processing, supply and distribution infrastructure will be supported in principle where:

- ***a) It enhances local food production and/or supply***
- *b)* ***There are no unacceptable impacts including those associated with: transport, environment and public health.***

3) Other development on agricultural land will only be permitted where:

- ***a) It does not have an adverse effect on the efficient operation of an agricultural business.***
- ***b) It does not lead to the fragmentation or severance of a farm holding or compromises agricultural function.***
- ***c) It is not consistent with policies on the development of high-grade agricultural land.***

Would replace saved Local Plan Policy ET.6

Other alternatives considered

1) Rely on other policies in the Core Strategy and Placemaking Plan. However, this approach would not provide a suitable level of detail or guidance on this issue.

Farm diversification

Policy aim:

- *Permit sustainable farm diversification*

2.97 With the existing pressures on traditional agriculture, farmers increasingly look to diversify beyond the agricultural industry in order to supplement income and to give some resilience against market fluctuations. The Placemaking Plan's emphasis is to support farm diversification where it would not have an adverse impact on the environment and social and economic vitality of rural areas.

2.98 Farm diversification schemes can cover a range of new uses including businesses such as food processing and packing, farm shops, renewable energy, equestrian facilities, sporting facilities, nature trails, craft workshops, holiday accommodation and information technology. Diversification schemes should help to support rather than replace farming activities on the rest of the farm.

2.99 The new permitted development rights (May 2013) will enable existing redundant agricultural buildings of 500m² or less to change to a range of new business uses to boost the rural economy whilst protecting the open countryside from development. This includes to shops, financial and professional services, restaurants and cafes, business, storage or distribution, hotels, or assembly and leisure uses. However, for buildings between 150m² and 500m², prior approval will be required, to ensure that the change of use does not create unacceptable impacts (such as ttransport and highways problems, flood risk and contamination issues). Listed buildings and ancient monuments will continue to be protected. The scale of the diversification should not undermine the rural character of the farm or the surrounding area.

Emerging preferred approach

2.100 Continue the general approach adopted in saved Local Plan Policy ET.8 which sets out the circumstances within which proposals for farm diversification would be acceptable but expanded to:

- prohibit activities that lead to the fragmentation or severance of a farm holding or compromise agricultural function.
- be more flexible in relation to allow some limited dispersal of activity from towns or villages taking into account the success and role of rural businesses such as farm shops.

EMERGING POLICY APPROACH RE3

Proposals for farm diversification involving the use of agricultural land or buildings will be permitted providing:

i) It is consistent with Policy RE5 (protection of high grade agricultural land)

ii) It complements agricultural function

iii) It does not wholly replace agricultural function or lead to the fragmentation or severance of a farm holding

iv) The activity will not lead to an unacceptable impact on the viability of nearby town or village centres

v) in the case of a farm shop, the operation would not prejudice the availability of accessible convenience shopping to the local community

vi) Existing buildings are used or replaced in accordance with Policy RE6

Where existing buildings cannot be re-used or replaced in accordance with Policy RE6 new buildings will be permitted only where required for uses directly related to the use of, or products of, the associated landholding, are small in scale, well designed and grouped with existing buildings.

Would replace saved Local Plan Policy ET.8

Other alternatives considered

1) Rely on other policies in the Core Strategy and Placemaking Plan. However, this approach would not provide a suitable level of detail or guidance on this issue.

Essential dwellings for rural workers

Policy aim
Support essential housing development for rural workers.

Emerging preferred approach

2.101 A special need may arise for accommodation which is essential for the efficient operation of the rural economy; this particularly refers to agriculture. Where the need for accommodation arises in many cases this could be met by housing in nearby settlements. Where this is not feasible a site within a hamlet or existing group of buildings or dwellings is preferable to an open location.

2.102 In reviewing the Local Plan policy, this policy seeks to limit the size of any potential dwellings so that is relative to the functional requirements. The policy has also been made more flexible to new agricultural uses to lend greater support to agricultural dwellings to support new agricultural businesses not just existing ones.

EMERGING POLICY APPROACH RE4

New dwellings will not be permitted outside a settlement in the open countryside unless they are essential for rural workers. Such dwellings will only be permitted where:

i) There is a clear functional need and financial justification for the worker to live on the holding.
ii) The need for the accommodation is for a fulltime worker.
iii) The functional need could not be fulfilled by another existing dwelling in the holding or other existing accommodation in the area or through the re-use of an existing building in the holding.
iv) They are sited within a hamlet or existing group of buildings. Only when this is not feasible will siting elsewhere in the countryside be permitted.
v) They are restricted in size relative to the functional requirements of the agricultural/ forestry business.
vi) Occupancy is restricted to agricultural/ forestry workers.

Would replace saved Local Plan Policy HG.10.

Other alternatives considered

1) Broadening the policy to relate to the needs of part-time as well as full time workers, however, this was not considered desirable as it is better to seek other options for seasonal workers such to minimise unnecessary development in the countryside. Dwellings for temporary workers outside settlements are also likely to be socially isolated with no ready access to GPs, public transport, or shops and services. This is not considered desirable, particularly as incomes are likely to be low.

Protection of the best and most versatile agricultural land

2.103 The NPPF states that local authorities should adopt proactive strategies that conserve and enhance the natural environment including protecting soil and the best and most versatile agricultural land.

Policy Aims

- *Avoid development on the best and most versatile agricultural land.*
- *Direct development to areas of poorer quality land in preference to higher quality*.

2.104 Agricultural land is one of the District's most important resources. The Governmental Department for Environment, Food and Rural Affairs (DEFRA) classifies agricultural land on a scale of 1 to 5 (see Diagram below). Grades 1, 2, and 3a are defined as the best and most versatile agricultural land. Grade 1 land forms less than 3% of UK agricultural land, and produces yields that are high and less variable than land of lower quality (Natural England, 2012). Protecting the best and most versatile agricultural land is not only key to food production and the rural economy but it enables further environmental benefits to be realised such as aquifer recharge and flood control whilst allowing for communities to respond positively to food security challenges in the future. The Placemaking Plan's emphasis is to avoid development on the best and most versatile agricultural land and to direct development to areas of poorer quality in preference to higher quality.

Emerging preferred approach

2.105 The well-used Local Plan Policy NE.16 relating to the protection of agricultural and has been amended to better support development that enhances local food production and processing in line with the B&NES Local Food Strategy. The first part of the policy does not refer specifically to agricultural land Grade 3a as there is insufficient national data to distinguish Grade 3a from 3b. Land of agricultural Grade 3 makes up the majority of the districts rural land.

2.106 It is proposed that the Policies Map will identify areas of high grade agricultural land in B&NES however there is currently no available information to distinguish Grade 3a from 3.

EMERGING POLICY APPROACH RE5

1) Development which would result in the loss of the best and most versatile agricultural land particularly Grade 1 and 2 as identified on the Policies Map will not be permitted unless significant sustainability benefits are demonstrated to outweigh any loss.

2) Where it can be demonstrated that there is an overriding need for a proposal and it will result in the development of agricultural land, development should be steered towards the use of lower quality agricultural land in preference to higher quality agricultural land.

Would replace saved Local Plan Policy NE.14

Other alternatives considered

1) None. It is a requirement under national planning policy to account the economic and other benefits of the best and most versatile agricultural land.

Re-use of rural buildings

2.107 The re-use and adaptation of existing rural buildings has an important role in meeting the needs of rural areas for commercial and industrial development, as well as for tourism, sport and recreation. It can reduce demands for new building in the countryside, avoid leaving an existing building vacant and prone to vandalism and dereliction, and provide jobs.
The Rural Areas chapter in the Core Strategy stresses the importance of re-using rural buildings with reference to saved Local Plan Policy ET.9 which is broadly consistent with the aims of NPPF in allowing the re-use redundant or disused buildings.

Emerging Preferred approach

2.108 It is considered there should continue to be a policy framework for the re-use of rural buildings both for employment and residential purposes. The policy should apply both to traditional and modern buildings and should ensure that their form, bulk and design are in keeping with their surroundings and they respect local building styles and materials including impact on character of the area, the historic environment, wildlife, Green Belt and accessibility. This policy will apply to proposals for the re-use of rural buildings that require planning permission.

EMERGING POLICY APPROACH RE6

Conversion of a building or buildings to a new use in the countryside outside the scope of Core Strategy Policies RA1 and RA2 will be permitted, provided:

1) ***form, bulk and general design is in keeping with its surroundings and respect the style and materials of the existing building***
2) ***building should not be of temporary or insubstantial construction and not capable of conversion without substantial or complete reconstruction or requires major extension***
3) ***does not result in the dispersal of activity which prejudices town or village vitality and viability***
4) ***should not be isolated from public services and community facilities and unrelated to an established group of buildings***
5) ***proposal would not harm visual amenity***
6) ***in the case of buildings in the Green Belt, should not have a materially greater impact than the present use on the openness of the Green Belt or would conflict with the purposes of including land within the Green Belt.***

Would replace saved Local Plan Policy ET.9

Other alternatives considered

1) None. National planning policy expects local authorities to support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings and the proposed policy framework aims to achieve this.

Visitor accommodation

2.109 The existing Local Plan includes a policy relating to visitor accommodation (Policy ET.13) which principally relates to Bath where historically this was perceived to be a particular issue in respect of the City's ability to absorb increasing numbers of visitors at peak times is limited without having a detrimental effect on residential amenity and character.

2.110 The purpose of the policy has been to protect the existing housing stock and ensure that tourist development does not result in a reduction in the number of dwelling spaces. This was seen as especially significant in Bath given the shortage of land available for development in the City.

2.111 So in the case of a larger house in single family occupancy (4 or more bedrooms), with parking available within its curtilage, or in the vicinity, this type of dwelling may be considered suitable for use as an hotel or guest house with an unspecified number of bedrooms, but only if part of the property is reserved as one or more self-contained residences.

2.112 The NPPF is keen that sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors are supported provided it respects the character of the countryside. In this respect the current policy provides a positive context for encouraging the provision of smaller scale visitor accommodation in such locations.

2.113 There are two emerging policy approach options that the Council puts forward for consideration.

Option 1

Continue the existing policy approach that will allow the change of use of an existing dwelling to a hotel, guesthouse, or to provide bed and breakfast accommodation provided that:

- for large residential properties, a substantial private residential unit is retained, and any existing or proposed parking within the curtilage of the property which does not detract from the appearance of the property is made permanently available; and
- for small residential properties, a satisfactory residential accommodation is retained which is not occupied independently of the proposed use.

Option 2

Reframe the policy to also relate to the development of new visitor accommodation.

Centres and Retailing

Links with the Core Strategy
Key Policy – *CP12 Centres and Retailing*
Strategic objectives
Invest in our city, town and local centres; Encourage economic development, diversification and prosperity; Plan for development that promotes health and wellbeing

Introduction

2.114 Along with Bath City Centre, the District is served by a diverse network of town, district and local centres of varying scale and function. In addition to providing facilities like shops, cafés, pubs, post offices and banks, centres also include varying levels of community facilities, work places and leisure facilities. Some centres serve local day to day needs, and others play a more specialised role (mainly centres in Bath which supplement the city centre retail offer). Although many local centres are small in size, together they play a strategic role throughout the District. Many centres are a focus for public transport services and most offer a chance to access essential facilities close to people's homes.

2.115 Core Strategy Policy CP12 aims to support this network of accessible centres as key focuses for development and as the principal locations for shopping and community facilities as well as offices, local entertainment, art and cultural facilities.

2.116 Shopping remains of key importance to the centres. The availability of a good range of convenience (food) and comparison (non-food) shops makes an important contribution to people's quality of life. It is important that centres provide for choice, vitality and diversity and include a good balance of convenience, comparison, local and national traders. Maintaining and enhancing the retail function of centres is important in enabling residents and visitors to meet their shopping needs in the most sustainable way, in the most accessible locations. Shopping provision also makes an important contribution to a vibrant and vital public realm.

Radstock Town Centre



2.117 Shopping habits have however changed in the time since the previous Local Plan was adopted, and the Placemaking Plan needs to take this into account. Nationally, high streets are becoming an increasingly social environment, as well as a place to shop. Many high streets have seen a big rise in the number of evening attractions, such as cafés, restaurants and leisure facilities such as health clubs. High street local convenience retailing has also seen a large increase in floorspace. At the same time, some traditional retailing sectors, such as travel agents, DVD rental shops and photo processing shops have declined.

2.118 National planning policy states that local plans should:

- define a network and hierarchy of centres
- define the extent of town centres and primary shopping areas based on a clear definition of primary and secondary frontages, and set policies which make clear which uses will be permitted in such locations
- allocate a range of suitable sites in town centres to meet the needs for retail, leisure, office and other main town centre uses in full
- set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres

New Retail Development

2.119 Core Strategy Policy CP12 establishes the hierarchy of shopping centres throughout the district. These centres are identified as the primary locations for retail development, offices, leisure, entertainment, markets, community facilities, arts, culture and tourism uses. These are defined by the National Planning Policy Framework as the 'main town centre uses'. Retail development within the centres will be permitted where it is of a scale and type consistent with the existing retail function and character of the centre, and where it is well integrated into the existing pattern of the centre. It is important that the centres provide for an appropriate balance between convenience and comparison retail to enable communities to meet their day-to-day shopping needs.

2.120 NPPF paragraph 23 requires Local Plans to allocate a range of suitable sites to meet the scale and type of retail development needed in town centres. It is important that this need is met in full and is not compromised by limited site availability. The Council is required in NPPF paragraph 161 to assess the quantitative and qualitative needs for land or floorspace for retail development over the plan period.

2.121 The Council has therefore undertaken an update of its 2011 retail study that includes an assessment of the need for new retail floorspace within the district up to 2029. The quantitative results of this work are shown in the table below. Sites will be identified within the site allocations section of the Placemaking Plan to meet this need. The Midsomer Norton Neighbourhood Plan will assess options and seek to allocate retail sites to meet the need of that locality, which should include a new food store in line with Core Strategy Policy SV2.

Projected Quantitative Capacity* for Additional Retail Floorspace 2011-2029 (GVA 2014 Retail Assessment – figures in sqm)

	2014	**2019**	**2024**	**2029**
Bath				
Convenience	-551	247	1236	2252
Comparison	3443	6921	13099	20112
Keynsham				
Convenience	0	0	0	0
Comparison	0	0	0	0
Midsomer Norton & Radstock				
Convenience	1720	2070	2526	2980
Comparison	673	962	1496	2122

** provisional figures*

Proposals for retail development outside of centres – the Sequential Test

2.122 The site allocations section will set out how and where the identified quantitative and qualitative need for retail floorspace within the District is intended to be met. Other retail proposals outside of existing centres may still come forward. The sequential test guides main town centre uses towards town centre locations first, then, if no town centre locations are available, to edge of centre locations, and, if neither town centre locations nor edge of centre locations are available, to out of town centre locations, with preference for accessible sites which are well connected to the town centre. It supports the viability and vitality of town centres by placing existing town centres foremost in plan-making and decision taking. The NPPG states that Local Plans should contain policies to apply the sequential test.



Midsomer Norton Town Centre

2.123 For retail purposes, edge of centre relates to a location that is well connected and up to 300m of the primary shopping area (where defined); for all other main town centre uses it relates to a location within 300m of a town centre boundary. For office development, this includes locations outside the town centre but within 500m of a public transport interchange.

Emerging policy approach

EMERGING POLICY APPROACH CR1

Retail and other main town centre uses (including commercial leisure) should be located within the centres identified on the Policies Map and Core Strategy Policy CP12.

Where there are no suitable sites to meet the needs for such uses in centres, edge of centre locations may be appropriate provided that the proposal would support the role and function of the centre and would be of a scale and intensity proportionate to the centre's position in the identified hierarchy.

Out of centre development of main town centre uses will only be acceptable where:
i. No suitable centre or edge of centre sites are available and the proposal would be in a location readily accessible on foot, by cycle and by public transport, or

ii. The proposal is appropriately located and of a small scale (less than 200sqm*), within a settlement with a Housing Development Boundary, aimed at providing for local needs.

iii. In assessing the availability of centre and edge of centre sites, alternative formats for the proposed uses have been considered.

In all cases regard should also be given to Policy CR2.

Would replace Policy S.4 and S.9

**Indicative figure at this stage*

Impact Assessments

2.124 Paragraph 26 of the NPPF states that when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with a Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold. If there is no locally set threshold the default set in the NPPF is 2,500sqm (gross retail floorspace).

2.125 The purpose of the test, as defined in the NPPG, is to ensure that the impact over time of the proposal on existing town centres is not significantly adverse. The test relates to retail, office and leisure development only. The impact must be assessed in relation to all town centres that may be affected.

2.126 The NPPG states that in setting a locally appropriate threshold, it will be important to consider the:

- scale of proposals relative to town centres
- the existing viability and vitality of town centres
- cumulative effects of recent developments
- whether local town centres are vulnerable
- likely effects of development on any town centre strategy
- impact on any other planned investment

Emerging policy approach

EMERGING POLICY APPROACH CR 2

Retail and commercial leisure development outside of centres will not be permitted if:
i. It would be liable to have a significant adverse impact on the vitality, viability and diversity of existing centres; or
ii. It would impact on existing, committed and planned investment.

An impact assessment will be required for retail developments over a locally set floorspace threshold in all locations outside of centres identified in the hierarchy set in Core Strategy Policy CP12 (The precise threshold will be set following completion of Stage 2 of the 2014 Retail Study).

Would replace Policy S.4

2.127 Impact assessments should include:

- The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal;
- The impact of the proposal on town centre vitality and viability, including local consumer choice and the range and quality of the comparison and convenience retail offer;
- The impact of the proposal on allocated sites outside town centres being developed in accordance with the development plan
- In the context of a retail or leisure proposal, the impact if the proposal on in-centre trade/turnover and on trade in the wider area, taking account of current and future consumer expenditure capacity in the catchment area up to five years from the time the application is made;

- If located in or on the edge of a town centre, whether the proposal is of an appropriate scale (in terms of gross floorspace) in relation to the size of the centre and its role in the hierarchy of centres.

Alternatives options

- Not setting a locally set floorspace threshold and relying on the NPPF default threshold of 2,500sqm. This is not a preferred option as the majority of retail proposals within B&NES are below 2,500sqm. It is considered that a locally set threshold is required to adequately assess the impact of retail proposals outside of centres within the district, in line with the NPPF.

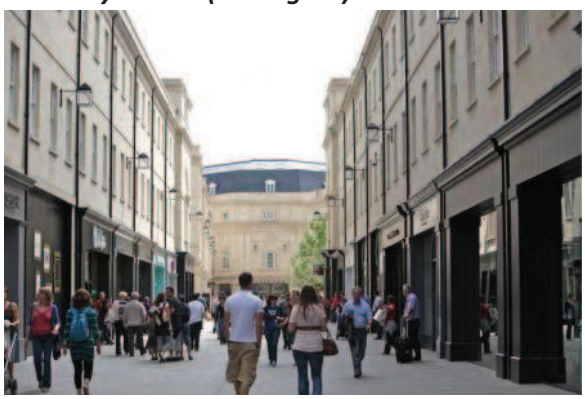
Primary Shopping Areas and Primary Shopping Frontages

2.128 The boundaries of town centres, Bath primary shopping area and primary shopping frontages will be defined on the Policies Map.

2.129 Policy CR3 aims to support vitality and viability and promote diversity within the centres identified in Core Strategy Policy CP12 by maintaining a healthy mix of uses within a variety of unit sizes capable of accommodating a range of retailers and associated uses.

2.130 Primary Shopping Frontages are defined where there will be a high proportion of Use Class A1 retail uses. A Primary Shopping Area is a defined area where retail development is concentrated. Both represent the retail core of centres. The Policies Map will be updated for the Draft Plan to clearly show the boundaries of Primary Shopping Areas in all centres within the District. This is important as the NPPF states that when considering the sequential test for retail development, an 'edge of centre' location is deemed to be one that is well connected and up to 300m from the Primary Shopping Area. The current Local Plan uses a range of different terms (e.g. Bath Central Shopping Area, Town Centre Shopping Areas).

Bath City Centre (Southgate)



2.131 The current Local Plan policy (S.5) is very restrictive about the uses permitted within Primary Shopping Frontages (the loss of an A1 shop use from the ground floor is not permitted). This has been very successful in maintaining the Primary Shopping Frontages as predominantly A1 retail areas. Conversely, it has also had the effect of restricting other uses such as cafes and restaurants to areas outside of the frontages, and concentrating them within certain areas of the city centre.

2.132 Some respondents commenting on the Launch Document felt that in some areas, these uses had become over concentrated and that there was a negative impact on resident's amenity, resulting from noise and anti-social behaviour. Other respondents commented that some non-A1 uses, such as banks, can have a positive effect on footfall within centres. Recent non-A1 permissions in Keynsham High Street (granted on appeal as the Inspector thought Policy S.5 too restrictive) have noticeably increased footfall and have proved very popular, to the benefit of the centre as a whole. Research from UCL has shown that adaptability in local centres can play an important role in supporting a wider range of locally generated

activity than the retail functions with which they are most commonly associated; the feature of adaptability is a sign of the potential for centres to be economically sustainable.

2.133 Policy CR3 therefore proposes to introduce a more flexible approach in relation to Primary Shopping Frontages, acknowledging that retail can benefit from having diverse, non-A1 neighbours, creating a richer mix of footfall and potentially having a positive impact on the vitality and viability of centres. However, it is imperative that a balance is maintained and the focus of the centres remains retail (A1) based.

EMERGING POLICY APPROACH CR 3

Development within Primary Shopping Frontages
Within Primary Shopping Frontages identified on the Policies Map* development will be expected to maintain or provide active ground floor uses.

Within Primary Shopping Frontages change of use of shops (Use Class A1) to another use will not be permitted unless the proposed use would:
i. Make a positive contribution to the vitality, viability and diversity of the centre; and
ii. Not fragment any part of the Primary Shopping Frontage by creating a significant break in the shopping frontage; and
iii. Not result in a loss of retail floorspace of a scale harmful to the shopping function of the centre; and
iv. Be compatible with a retail area in that it includes a shopfront with a display function and would be immediately accessible to the public from the street.

Development within a Primary Shopping Area or town centre but outside a Primary Shopping Frontage
Development of retail or other related town centre uses (defined in Core Strategy Policy CP12) that are within a Primary Shopping Area or town centre but not within a Primary Shopping Frontage will be acceptable where it would help to maintain or enhance the function of the centre.
In all cases the proposed use will be expected:
i. To complement the retail function of the centre and not harm its vitality, viability or diversity; and
ii. Not to harmfully dominate or fragment frontages; and
iii. To maintain an appropriate balance and diversity of uses in all parts of the centre; and
iv. To generate a reasonable level of footfall and be of general public interest or service; and
v. To be compatible with a shopping area in that it includes a shopfront with a display function and would be immediately accessible to the public from the street.

In all cases, proposals which would result in the loss of retail floorspace, including storage or servicing space, will be expected to demonstrate that they will not be detrimental to the continued viability of the retail unit.

Would replace Policy S.5, S.6 and S.8

**The defined Primary Shopping Frontages are the same as in the adopted Local Plan*

Other alternatives considered

1) Retain Local Plan Policy S.5 (i.e. within Primary Shopping Frontages the loss of an A1 shop use on the ground floor will not be permitted). This approach is considered to be extremely restrictive.

2) Redefine Primary Shopping Frontages on the Policies Map making them less extensive. This would result in greater flexibility for the centre as a whole, but would still be restrictive within the Primary Shopping Frontages themselves.



Bath City Centre (Milsom Street

3) Introduce an approach similar to authorities such as Barnet and Wandsworth, who have policies allowing a certain percentage of non-A1 uses within Primary Shopping Frontages. The Council does not currently have any evidence to define such a percentage.

4) Take an approach similar to the Bristol City Council Development Management DPD, which defines the boundary of each centre, and a Primary Shopping Area and Secondary Shopping Frontage within those centres. However, they do not include Primary Shopping Frontages within any of their centres.

Tables and Chairs

2.134 Increasingly operators of cafes, restaurants and other food outlets (principally A3 and A4 uses) are setting up tables and chairs outside their premises, with appropriate consents, thereby extending the use onto adjoining pavements.

2.135 This practice helps to increase street activity and can create a pleasant atmosphere. Where appropriate such activity should be supported. However, in some locations it can have unacceptable safety and amenity impacts and detract from the historic environment.



Bath: Seven Dials

EMERGING POLICY APPROACH CR4

<u>Tables and Chairs outside a ground floor A3 or A4 use</u>
Development involving the siting of tables and chairs outside a ground floor A3 or A4 use will be permitted except where it:
i. adversely affects highway or pedestrian safety; <u>or</u>
ii. results in nuisance or loss of amenity to other occupiers; <u>or</u>
iii. adversely affects the character or appearance of that part of a Conservation Area and/or the setting of an individual group of historic buildings.

Would replace Policy S.7

Dispersed Local Shops

2.136 Outside the centres identified in Core Strategy Policy CP12 and on the Policies Map there are many small shops spread throughout the District both within the urban areas and in villages. These can often serve day to day needs and offer valuable social and community benefits but a wide range of factors has contributed to a gradual reduction in the number of such units. While most of these factors are beyond the scope of planning powers the Council will seek to encourage the provision of new small shops in suitable cases and will resist the change of use of units with the potential to provide continuing key retail services to their local residential communities.

2.137 Where appropriate the provision of small-scale local shops should be encouraged. They should be located so as to be accessible by a variety of means of transport and they should not adversely impact upon the amenity of existing or new residents. In rural areas provision may also be made via farm shops. This is covered under Policy RE3. Whilst such shops can provide a useful service, their potentially adverse impact on the viability of existing village shops would need to be carefully considered (refer to Policy CR1 and CR2).

EMERGING POLICY APPROACH CR5

Dispersed Local Shops
Outside the centres defined in Core Strategy Policy CP12 and on the Policies Map the Council will:

i) grant planning permission for the development of appropriately located small-scale local shops (less than 200sqm* which provide for local needs) within a settlement with a defined Housing Development Boundary, provided that there is no adverse effect on residential amenity; and

ii) within Bath World Heritage Site, Mendip AONB, Cotswolds AONB, Conservation Areas, or proposals affecting Listed Buildings, refuse planning permission for the change of use of existing buildings in A1 use in cases where these have a realistic potential to perform a continuing key role in meeting the retail needs of the local area.

Proposals over 200sqm* will be considered against Policy CR1. Proposals over the locally set floorspace threshold** will also be considered against Policy CR2.

Would replace Policy S.9, *******Indicative figure at this stage, ** Figure to be determined*

Alternative options

1) Allow permission for appropriately located small-scale local shops in any settlement regardless of whether they have a Housing Development Boundary or not.
2) Should the threshold for small-scale shops be 280m^2 to tie in with Sunday Trading rules

Fast Food Outlets

2.138 Evidence from Public Health England suggests that clustering of fast food takeaways can negatively affect people's dietary choices



Keynsham: Holmoak Road local shops

(although this is only one of many factors that can influence diet). Some Local Authorities (mainly London Boroughs) have introduced, via their Development Plans, policies restricting fast food outlets near to schools where there is a local geographical link to childhood obesity.



Bath: Lower Bristol Road

2.139 There are around 116 fast food takeaway outlets in the District with an average of 52-63 outlets per 100,000 people. The evidence collected so far by the Council indicates that there is no geographical correlation between fast food outlets and schools within B&NES and that the District has a low percentage of fast food outlets per head of population compared to the national average (77 per 100,000 people). In addition, management arrangement options are now being used to encourage healthier provision in schools, together with licensing and voluntary standards.

2.140 However, it is clear that diet-related inequalities exist within the District and the Council will be continuing to research the issue.

Options

1) No additional policy restrictions on new fast food outlets other than those set out in policies CR1 to CR5
2) Include a policy to restrict new fast food outlets near to schools. This would need to be justified by robust evidence.

Markets

2.141 Existing markets contribute to the range of shopping opportunities and choices within the District and also to the cultural identity and local economy of different centres. They provide an important outlet for independent and start-up businesses. Core Strategy Policy CP12 encourages their use and states that markets will be primarily located within, or where appropriate, adjoining centres.

2.142 Many types of market and informal trading activities do not require planning permission due to their temporary nature. Some Local Planning Authorities have included specific policies in their Development Plans to address markets that do require planning permission, encouraging new markets and preventing the loss of existing markets.

Options

1) Include a specific policy to encourage new markets within or where appropriate adjoining centres where they would be beneficial to local shopping provision, and support the vitality, viability and diversity of centres
2) Include a specific policy to prevent the loss of existing market sites unless it can be demonstrated that there would be no harm to the range, choice and diversity of market sites within the District
3) Widen the scope to also include pop-up shops
4) Do not include a specific policy – rely on Policy CR3

London Road Local Centre

2.143 London Road Local Centre was identified in the Core Strategy as a declining centre, and an area of deprivation. The Core Strategy committed the Council to consider policy options for the centre, including the scope for consolidating and strengthening its retailing role, enabling its regeneration, supporting business development and improving its appearance as a key route into the central area.

2.144 In recognition of this, the Council is investing £1 million to deliver a combination of improvement projects to the look, feel and appearance of this area, creating the conditions needed for rejuvenation and encouraging greater private sector investment. The scheme includes improvements to cycling provision, landscaping, and parking provision.

2.145 This investment, together with the more flexible approach proposed in Policy CR3 will help provide the conditions for reversing the decline of this centre.

Alternative options

1) To provide a bespoke policy for London Road Local Centre. This approach is not thought to be justifiable, because the generic retail and local centres policies in CR1 to CR5 should provide the conditions to allow greater flexibility at London Road Local Centre, and provide the basis for regenerating the area.

Permitted Development Rights Affecting Centres and Retailing within B&NES

2.146 The Government has introduced new national permitted development rights in order to make it easier for businesses to make best use of their premises; deliver more homes; support high streets; simplify the change of use system; and support sustainability by promoting the reuse of buildings. These rights mostly sit within Part 3 of Schedule 2 to the General Permitted Development Order.

2.147 Under new Class IA, premises in A1 and A2 use (i.e. shops and premises offering financial and professional services to visiting members of the public) are able to change use to a dwelling house (C3) and carry out associated building works, so that businesses can reuse their premises while increasing housing supply. The prior approval of the local planning authority is required on various matters to ensure that the change of use and any associated works do not create unacceptable impacts. The local planning authority may consider transport and highways impacts, contamination risks, flooding risks, the design and external appearance of the building, and undesirable impacts on shopping facilities.

2.148 Shopping impacts will be assessed in relation to the effect of the development on the sustainability of key shopping centres and the provision of services. This is intended to enable local planning authorities to protect valued and successful retail provision in key shopping areas, such as town centres, while bringing underused shop units back into use outside those areas. **The Council interprets key shopping areas as the designated centres identified in Core Strategy Policy CP12.** Local planning authorities may consider the impact of the development on the provision of important local services, such as post offices, though only there is a reasonable prospect of the premises being occupied by another retail use. Up to 150 square metres of retail space will be able to change to residential use. **The new right does not apply to land protected by article 1(5) of the General Permitted Development Order** (National Parks, the Broads, areas of outstanding natural beauty, conservations areas, World Heritage Sites and certain areas specified under

the Wildlife and Countryside Act 1981). With the exception of new Class CA the rights will also not apply to listed buildings.

2.149 New Class CA will allow shops (A1) to change to banks, building societies, credit unions or friendly societies (uses which sit within A2) enabling effective re-use of retail premises to provide essential financial services and support high streets.

2.150 With the majority of the centres defined in Core Strategy Policy CP12 either within Bath World Heritage Site or in a Conservation Area, these new permitted development rights do not apply to most of the retail floorspace within B&NES. Therefore the majority of proposals for change of use involving retail floorspace will still need to be determined via a planning application using the policies contained within the Development Plan.

Green Belt

Links with the Core Strategy
Key Policy – *CP8 Green Belt*
Strategic objectives
Protect and enhance the District's natural, built and cultural assets and provide green infrastructure

Context

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



2.152 Since the consultation on the Launch Document the Core Strategy has been adopted thus providing clarify on the extent of the changes to the Green Belt boundary to allow for the allocation of four Strategic Sites on the edge of Bath, Keynsham and Whitchurch.

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

Detailed Green Belt boundary

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

2.154 Through the Core Strategy it has been established that there are no exceptional circumstances to warrant altering the Green Belt boundary to provide for development opportunities other than at the four allocated Strategic Sites. However, there may be some scope to amend minor anomalies in the Green Belt boundary providing the change can be fully justified and exceptional circumstances can be demonstrated within the context of national Green Belt policy as set out in the NPPF. Boundaries should be clearly defined using readily recognisable physical features, such as roads and hedgerows, and likely to be permanent.

2.155 The Placemaking Plan Launch consultation asked whether any exceptional circumstances exist to justify an amendment to specific parts of the detailed Green Belt boundary. In response a number of requests were submitted to remove areas of land from the Green Belt. A summary of the assessment

results is set out in the Consultation Statement for the Launch consultation. It concludes that in the context of the Core Strategy and the Examination Inspector's Report no exceptional circumstances exist to justify any amendment to the Green Belt boundary.

2.156 At the same time the Council has undertaken a review of the boundary to establish whether there are any minor anomalies for which there is justification to warrant amendment. The review concludes that there are none at this stage.

Previously developed sites in the Green Belt

2.157 Previous Government advice on Green Belts acknowledged that there may be a number of major existing developed sites (MEDS), either redundant or in continuing use within the Green Belt. These were defined to allow limited infilling and/or redevelopment provided it has no greater impact on the openness of the Green Belt or the purposes of including land within it.

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

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

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

2.160 There are eleven sites lying within the Green Belt in the District which are currently identified in the adopted Local Plan as MEDS in saved Policy GB.3 with a boundary defined on Policies Map. The identified sites are either those sites in employment use where limited infilling/redevelopment could help to support economic activity or educational establishments where development may be necessary as part of on-going changes and improvements to education and to assist in securing social and economic benefits for the local community. Limited infilling and/or redevelopment can only take place within the defined boundary:

- Bath Spa University, Newton Park
- Clutton Hill Farm, Clutton
- Former Radford Retail Systems site, Chew Stoke *(now redeveloped)*
- Prior Park College, Claverton Down
- Culverhay School, Rush Hill (now Bath Community Academy)
- Portals site, Bathford Paper Mill, Bathford
- Chew Valley School, Chew Stoke
- Monkton Combe School, Monkton Combe
- Ralph Allen School, Claverton Down
- Burnett Business Park, Burnett
- Oldfield School, Newbridge

2.161 The Launch Document consultation responses ranged from the need to maintain a tight control on the existing MEDs to ensure that the over-arching objectives of the Green Belt are maintained, with the

request that two further schools are designated as MEDS to allow for redevelopment, to considering whether there are there any other large sites that would benefit from this designation.

2.162 As set out above under the NPPF the development of any previously developed site in the Green Belt is appropriate development providing it would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. There is also no longer a requirement to define a boundary within which development would be acceptable. In that respect those institutions wishing to expand can do so providing they meet the terms of the NPPF as detailed above.

2.163 The emerging policy approach for Bath Spa University is discussed in the Sites part of the Options Document. Two options are put forward: (1) to define a boundary in order to keep some control over the future development of the site in this instance given the changes to the built up area currently being undertaken and the sensitivity and significance of the site or (2) not define a boundary and defer to para 89 in the NPPF.

2.164 In the context of the NPPF the future of the other MEDS defined in the adopted Local Plan, as well as other large and/or significant sites, needs to be considered. The following options are therefore proposed for dealing with previously developed sites in the Green Belt:

Option 1
Not define any boundaries other than Bath Spa University and rely on the NPPF (para 89) for considering proposals on previously developed land in the Green Belt.

Option 2
Apply the approach proposed for Bath Spa University to the other Policy GB.3 sites with boundaries as currently defined on the Policies Map providing a case can be made to justify this approach for each site

Option 3
Adopt the approach proposed in Option 2 for the Policy GB.3 sites and other large and/or significant sites in the District.

Visual amenities of the Green Belt

2.165 Saved Local Plan Policy GB.2 seeks to ensure the visual amenities of the Green Belt are not compromised by inappropriately sited or designed development. Visual amenity is mentioned in general terms in the NPPF, para 81 but in view of the extent of the Green Belt within Bath & North East Somerset and the fact that the level of policy detail previously in PPG 2 has not been carried forward into the NPPF, the scope and content of this policy could be retained in the Placemaking Plan.

2.166 The NPPF asks local planning authorities to retain and enhance visual amenity. The Placemaking Plan Launch Document proposed that a policy which safeguards the visual amenities of the Green Belt should be included. There were no specific responses relating to this aspect.

Emerging preferred approach

2.167 On the basis that there is little guidance in national policy on safeguarding visual amenity of the Green Belt it is important that the current level of policy protection is maintained.

EMERGING POLICY APPROACH GB1

Development within or visible from the Green Belt will be only permitted providing it is not visually detrimental to the Green Belt by reason of its siting, design or materials used for its construction.

Would replace saved Local Plan Policy GB.2

Other alternatives considered

1) Not include a policy that safeguards visual amenity.
2) Rely on national planning policy and policies in the Core Strategy and the Placemaking Plan.

However, neither of these alternative approaches would provide a sufficient level of detail within which proposals can be considered.

Residential development in villages within the Green Belt

2.168 As an exception to Green Belt policy limited infilling in villages which lie within the Green Belt is treated as appropriate development. There are a number of settlements in the District that are washed over by the Green Belt for which the current policy (saved Local Plan Policy HG.6) is to restrict any new residential development to infilling (defined as the filling of a small gap within existing development) within the defined Housing Development Boundary. This policy applies to the following 20 Green Belt villages:

> *Chew Magna, Chew Stoke, Claverton, Combe Hay, Corston, Englishcombe, Freshford, Hinton Charterhouse, Kelston, Marksbury, Monkton Combe, Newton St. Loe, Pensford, Priston, Shoscombe, South Stoke, Stanton Drew (including Upper Stanton Drew and Highfields), Tunley, Upper Swainswick, and Wellow.*

2.169 The current policy approach reflects the guidance in PPG2 (Green Belts) relating to washed over Green Belt villages where only infilling is proposed. This recommended that infill boundaries are defined to avoid dispute over whether particular sites are covered by infill policies and should ensure that any infill does not have an adverse effect on the character of the village concerned. This advice is reflected in Policy HG.6 by defining Housing Development Boundaries.

2.170 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. There is no longer any specific reference to the need to define 'infill boundaries' or distinction made between residential and other developments in this context.

2.171 The 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 ion 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.

Emerging preferred approach

2.172 Take forward the current policy approach by defining Housing Development Boundaries for those washed over Green Belt villages in which infilling would be acceptable but broaden it to include other development to be NPPF compliant. This approach would continue to provide certainty as to where residential development would be acceptable in Green Belt settlements. See also the section of the on the review of Housing Development Boundaries in Part 1 of the Options document.

EMERGING POLICY APPROACH GB2

Residential development in villages in the Green Belt will be permitted providing it is limited to infilling and the proposal is within the defined housing development boundary.

Would replace saved Local Plan Policy HG.6

Other alternatives considered

1) No longer define Housing Development Boundaries for washed over Green Belt villages and rely on the NPPF (para 89) for determining planning applications.

Extensions to buildings in the Green Belt

2.173 The existing Local Plan takes the approach that where planning permission is required to extend dwellings which lie in the Green Belt a balance should be taken between the accommodation needs of householders against the desire to avoid the gradual erosion of the countryside and identity and character of settlements, contrary to the purposes of the Green Belt.

2.174 Saved Local Plan Policy HG.15 sets out criteria for considering proposals to extend a dwelling in the Green Belt which will be allowed providing they do not represent a disproportionate addition over and above the size of the original dwelling or contribute to the deterioration in rural character as a result of the cumulative effect of dwelling extensions.

2.175 The Extension of Buildings in the Green Belt SPD (2008) provides further information and guidance on the approach the Council will take in relation to extensions to dwellings in the Green Belt and the circumstances under which replacement dwellings will be acceptable.

2.176 The NPPF takes a similar but more flexible approach and will allow as an exception to Green Belt the extension or alteration of a building in the Green Belt, not just dwellings, provided that it does not result in disproportionate additions over and above the size of the original building.

Option 1

Include a dedicated policy for considering applications for extensions to buildings in the Green Belt similar to Local Plan Policy HG.15, but broaden it to include all buildings to be NPPF compliant.

Option 2

Rely solely on the NPPF (para 89) for considering applications for extensions to buildings in the Green Belt. This option would lead to a review of the Extension of Buildings in the Green Belt SPD to cover all buildings or its withdrawal.

Replacement buildings in the Green Belt

2.177 At present, saved Local Plan Policy HG.14 sets out criteria for considering proposals for the replacement or rebuilding existing dwellings in the Green Belt outside Housing Development Boundaries. In principle this will be allowed providing the replacement or reconstructed dwelling and ancillary buildings would not be materially larger or materially greater impact on the countryside or openness of the Green Belt, than that to be replaced and the creation or extension of any residential curtilage would not detract from rural character nor conflict with the purposes of the Green Belt.

2.178 NPPF takes a more flexible approach and will allow the replacement of a building in the Green Belt, provided the new building is in the same use and not materially larger than the one it replaces.

Option 1

Include a dedicated policy for considering applications for replacement buildings in the Green Belt in the Green Belt similar to Local Plan Policy HG.14 but broaden it to include all buildings to be NPPF compliant.

Option 2

Rely solely on the NPPF (para 89) for considering applications for replacement dwellings in the Green Belt

Urban Design

Links with the Core Strategy
Key Policy – *CP6 Environmental Quality & CP2 Sustainable Construction*
Strategic objectives
Pursue a low carbon and sustainable future in a changing climate; protect and enhance the district's natural, built and cultural assets and provide green infrastructure; invest in our city, town and local centres; plan for development that promotes health and well-being; deliver well-connected places accessible by sustainable means of transport.

Introduction

2.179 Urban Design is the process of shaping the physical setting for life in cities, towns and villages and involves the design of buildings, groups of buildings, spaces and landscapes. Good quality design is integral to sustainable development, ensuring that it meets long term aims and is in the wider public interest – going beyond the needs of a single user or a single building. Urban Design is indivisible from good planning and should make places safer, healthier and more enjoyable for people.

2.180 The process of good urban design includes:

- analysing and understanding the current and future form and function of places
- early engagement with stakeholders and the wider community
- collaboration e.g. highways, drainage or landscape schemes should enhance the overall design and layout of development and relate well to the built form
- applying sound design principles to buildings and the spaces between them, ensuring that spaces are safe and inclusive and that public/private realm is clearly delineated

2.181 The design policies are to be used as part of the development management process, and to guide the future development of Design Briefs, Masterplans and Design Guides and Codes.

Context

2.182 The NPPF supports the principles of good design; it specifies that Local Planning Authorities should:

- Create a high quality built environment (para 7)
- Secure high quality design and a good standard of amenity (para 17)
- Promote mixed use development (para 17)
- Take account of the roles and characters of different areas (para 17)
- Plan positively for high quality and inclusive design, including individual buildings, public and private spaces and the wider area (para 57)

2.183 Specifically, Local Planning Authorities are required to:

- Set out design policies to ensure that developments function well, establish a strong sense of place, sustain a mix of uses, respond to local character, create safe accessible environments and that are visually attractive (para 58) – including site/area specific policies
- Set out their own approach to housing density to reflect local circumstances (para 47)
- Consider using Design Codes, avoiding unnecessary prescription (para 59)

- Have Local Design Review arrangements in place to provide assessment and support to ensure high standards of design (para 61)

2.184 The Core Strategy includes policies on Sustainable Construction (CP2) - which is accompanied by a *Sustainable Construction & Retrofitting Supplementary Planning Document* and an Environmental Quality policy (CP6), which includes a high level design quality policies and links to the Building for Life design assessment tool for residential development.

2.185 In addition, site specific design requirements are included within the Placemaking Plan and Core Strategy site allocations – Masterplans are required to be prepared for more complex sites or where sites are in multiple ownerships.

2.186 The Council will consider the preparation of site briefs, design guides, design codes, Masterplans etc. to support the Core Strategy and the Placemaking Plan. In addition, B&NES Council is currently considering options for establishing a Local Design Review process.

Local Evidence

2.187 There is a significant local evidence base that should be drawn on to provide a context for these urban design policies, and used to underpin analysis on a site specific basis, all of which is listed on the Core Documents list. Relevant evidence includes (but is not limited to):

- Conservation Area Appraisals
- Landscape Character Assessments
- Built Environment Character Assessments
- The Public Art Strategy
- The Streetscape Manual SPG
- The Green Infrastructure Strategy
- Sustainable Construction & Retrofitting SPD
- The World Heritage Site Management Strategy
- The Natural Environment (Biodiversity by Design)
- Bath Morphology Study (Karl Kropff)
- Historic overview of development sites (Mike Chapman).
- Bath Building Heights Strategy (Urban Initiative)
- World Heritage Setting SPD (Bath & North East Somerset Council, 2012)
- 'City Identity' Project and the Bath Public Realm and Movement Strategy
- Transport Strategy for Bath
- Green Infrastructure Strategy (BANES, 2013)
- Emerging River Strategy
- Bath Enterprise Area Masterplan

2.188 Across the district there are a number of site specific studies and policies, Supplementary Planning Documents, Design Codes and Masterplans.

2.189 Many of the Neighbourhood Plans will also contain local design policies, and some parishes have Village Design Statements.

Key Urban Design Tools

2.190 There are number of key urban design tools which will be used by the Council, and should be utilised by Developers. Relevant tools include (but are not limited to):

- The Urban Design Compendium (Key principles of Urban Design)
- Manual for Streets (parts 1 and 2) (Guide to Planning & Design of Residential Streets)
- Link & Place (Guide to Street Planning & Design for High Streets and busy urban streets)
- Building for Life 12 (12 principles for good residential design)
- Secure by Design (3D interactive guide) (urban design principles to ensure safe places)
- By Design – Urban Design in the Planning System: Towards Better Practice (CABE guidance on policy tools and preparation of Masterplans, design guides and briefs)
- Active Design Criteria & Matrix (Sport England) (design principles to encourage activity and sport)
- Jan Gehl's (2010) *Places for People Toolbox* (design principles to create activity at eye level – ground floor uses and creating a positive pedestrian landscape)
- Cullen's (1961) Townscape principles

General Urban Design Principles

Emerging preferred approach

2.191 The following urban design policies seek to address urban design at each of the morphological scales from strategic city, town and village scale to neighbourhood; street, block, plot, building to design detail and materials.

2.192 It is proposed that emerging policy approaches policies D.1-5 below will supersede saved Local Plan policies D.2 Public Realm and D.4 Townscape.

2.193 Emerging policy approach Policy D.1 sets out the general urban design principles that will be applied at a high level, these are particularly relevant for large development sites or Masterplans, but the principles also equally to all development scales. The key principles reflect those found in the *Urban Design Compendium*.

EMERGING POLICY APPROACH D.1

The following general design principles will be applied:

i. ***Places should be designed for people – to be safe, comfortable, varied and attractive. They should offer opportunities for interaction and delight.***

ii. ***Development should enrich the character and qualities of places and should contribute positively to locally distinctiveness***

iii. ***Development should make connections – by foot, cycle, public transport and by car – in that order. Streets and Spaces must be legible and easy to move around.***

iv. ***Development should work with the landscape***

v. ***Places should be mixed use and should respond to context***

vi. ***Buildings and spaces must be flexible and adaptable***

vii. ***Buildings and spaces should be designed to be energy efficient***

Developments which fail to reflect these urban design principles will not be permitted.

Local Character & Distinctiveness

2.194 Emerging policy approach Policy D.2 sets out the policy on local character and distinctiveness, designs should respond to an analysis of the place in a positive way. Evidence of locally specific analysis which underpins the design rationale will be sought to demonstrate that this policy has been met.

2.195 To deliver this policy, a scheme must have a strong appreciation of local context and how the development responds and contributes towards this.

EMERGING POLICY APPROACH D.2

Development will be not be permitted where it is harmful to local character and distinctiveness, the following criteria will be considered:

- ***i. The development has positively responded to the site context, in particular the local character (including landmarks, layout, streets & spaces, siting, spacing, set-back, building lines, roofscapes, materials, building forms and features)***
- ***ii. The development scheme improves areas of poor design***
- ***iii. The design is appropriate to urban morphology* (including consideration of historic grain - routes, block and plot patterns; mix of uses, building heights, massing and scale and local vernacular)***
- ***iv. The design enhances and responds to natural features, including landscape, green infrastructure, skylines, topography & landform and views***
- ***v. The development contributes towards the local social context in a positive way, providing safe, functional and attractive and streets and spaces***
- ***vi. The development should reflect locally characteristic architectural styles, patterns, rhythms and themes which reflect local proportions***
- ***vii. The development reflects materials, colours, textures, landscape and boundary treatments that are appropriate to the area***

** Urban morphology refers to the structure of urban form or its spatial configuration (Kropf, 2014).*

Urban Fabric

2.196 Emerging policy approach D.3 relates to the way in which development needs to weave together and connect urban fabric, to ensure that places are well-connected, safe, inclusive and walkable.

EMERGING POLICY APPROACH D.3

Development will not be permitted unless it contributes positively to the urban fabric, in particular development should be:

- ***i. Designed for ease of walking and cycling and provide safe and quality routes***
- ***ii. Be permeable, connected with the existing street network, making new connections and avoiding severance***
- ***iii. Of an appropriately fine urban grain, reflecting local character and reinstating "broken" parts of the settlement***
- ***iv. Mixed use where possible, particularly at public transport nodes, and at local, district, city and town centres***

v. Natural surveillance should be of a high level

vi. Designed with careful consideration of "edges" avoiding blank and inactive frontages (i.e. frontages should allow for people to go in or out, and look in or out, with frequent doors or windows and with active internal uses particularly at ground floor level). Active internal uses should spill out onto the street where appropriate. Where ground floor uses are residential, frontages should also allow for privacy and level changes, boundary treatment and opaque materials should be used as appropriate.

vii. "Big box" development forms with inactive or blank frontages should be carefully located, so that they can be wrapped by smaller buildings/active frontages or be placed in locations where at least one edge requires no active frontage. Horizontal mixing with other uses will also be encouraged.

viii. Designed to allow for the provision of natural light, passive solar gain and passive ventilation

ix. Create positive adverse micro-climate effects (e.g. avoid pockets of cold, areas of overheating, heat, dazzle, wind or shade)

i. Designed to provide continuity of street frontage and for development to reinforce the street. There should be a clear distinction between backs and fronts of buildings.

ii. Designed to not prejudice existing/future development or compromise adjoining sites

Streets and Spaces

2.197 Emerging policy approach Policy D.4 seeks to reinforce the importance of development making appropriate connections and relates specifically to streets, highways design and public realm.

EMERGING POLICY APPROACH D.4

Development will not be permitted unless it is well connected, in particular:

i. New development respect and contribute towards a clear hierarchy of streets and spaces

ii. The impact of parking provision on connectivity needs to be resolved to avoid poor quality routes and poorly defined streets. Wherever possible, parking arrangements should be integrated into the street scene and large areas of surface parking should be avoided.

iii. Car parking and highways design should not dominate the design of the development or the public realm

iv. Shared surfaces must be legible and safe for all users

i. Designed to enhance and contribute towards the public realm (including compliance with specified public realm design codes such as the Bath Public Realm and Movement Strategy)

ii. Signage, lighting and street furniture must avoid street clutter and be respond to the local context and local design codes/public realm strategies

iii. Open spaces should be defined positively with clear definition of public and private, appropriate enclosure, and no ambiguous or left over space

Building Design

2.198 Emerging policy approach Policy D.5 relates specifically to building-scale design and materials.

EMERGING POLICY APPROACH D.5

Development will not be permitted unless it is well detailed, in particular:

- ***i. Building facades, reveals and entrances must be well designed***
- ***ii. Elevations must be well-articulated***
- ***iii. A strong building line should be maintained (e.g. garages recessed)***
- ***iv. Buildings should front the public realm, and should define the street***
- ***iv. Extensions must complement and enhance the host building***

Amenity

2.199 Emerging policy approach Policy D.6 covers the issue of amenity, ensuring that developments provide the appropriate level of amenities for occupiers, relative to their use and avoiding harm to private amenity in terms of privacy, light and outlook/overlooking.

EMERGING POLICY APPROACH D.6

Development will not be permitted unless it provides for appropriate levels of amenity, proposals should:

- ***i. Allow existing and proposed development to achieve appropriate levels of privacy, outlook and natural light***
- ***ii. Not cause significant harm to the amenities of existing or proposed occupiers of, or visitors to, residential or other sensitive premises by reason of loss of light, increased noise, smell, overlooking, traffic or other disturbance.***
- ***iii. Allow for provision of adequate and usable private or communal amenity space, defensible space, parking and servicing.***
- ***iv. Adequate storage and functional arrangements for refuse and recycling should be incorporated. Where communal refuse and recycling provision is made this must be must be appropriately designed, located and sized.***

Infill & Backland Development

2.200 Emerging policy approach Policy D.7 relates specifically to infill and backland development, it is proposed that this new definition of infill will supersede the B&NES Local Plan definition (para B7.44), and support the delivery of GB.2.

EMERGING POLICY APPROACH D.7

Infill development is defined as the filling of a small gap in an otherwise built-up frontage, usually consisting of frontage plots only. Infill development will be supported where:

i. Development has regard to the character and quality of the surrounding townscape
ii. Where there is a high quality building group which is unified in character, new development should reflect the form, pattern and grain of this existing development or otherwise enhance the character.
iii. Infill development on corner plots must give equal consideration to both the primary and the return frontage in relation to height scale, massing and design

Neighbourhood Plans in B&NES may identify a locally specific definition of infill, with reference to local characteristics.

Backland development will be supported where:

i. It is not contrary to the character of the area
ii. It is subservient, and not inappropriate or in height, scale, mass and form to the frontage buildings
iii. There is no adverse impact to the character and appearance, safety or amenity of the frontage development
iv. It is not harmful to residential amenity as outlined in D.6

Delivery

2.201 Design and Access Statements (DAS) are required[3] for applications for major development (both full and outline) and for smaller scale developments in conservation areas or the Bath WHS. Listed building applications must also be accompanied by a DAS. A DAS must explain the design principles and concepts that have been applied to the development including how the context has influenced the design and the approach to access.

2.202 The Design and Access Statement should contain evidence of a detailed analysis and response to local character and distinctiveness, proportionate to the nature and scale of the proposed development, with reference to the above criteria.

Options Considered

1) There is an option to carry forward the design policies D.2 and D.4 from the Local Plan relatively unchanged.
2) There is an option to carry forward policies on shop fronts and advertising in the design section, however, it is considered the existing policy is too detailed and that the policy approach is already adequately reflected in the historic environment and retail policies.

[3] Article 4 of Statutory Instrument 2013/1238 – sets out the legal requirements for DAS

Lighting

Context

2.203 There is concern about the impact external lighting is having across the District in terms of increasing levels of sky illumination which detrimentally affects local amenity and the environment, including the World Heritage Site and its setting, the AONB and ecology (European protected bat species).

2.204 The NPPF also makes it clear that planning policies should limit the impact of light pollution from artificial light. The NPPG includes further guidance on the factors that are relevant in considering the implications of light pollution, including ecological impact.

2.205 The existing B&NES Local Plan includes a policy that seeks to ensure in the open countryside/villages external lighting of facilities does not give rise to unacceptable levels of illumination and in the urban areas, where levels of illumination are already significant, it does not detrimentally affect residential or visual amenity (Policy BH.22). This high level policy is often difficult to implement as applicants often do not provide sufficient information to enable the potential light pollution impacts to be fully considered. The Local Plan policy approach needs to be reviewed to see if it can be made clearer, more robust and easier to implement. The Placemaking Plan provides the opportunity to do this.

Developing a policy approach

2.206 In order to inform the consideration and preparation of the policy approach for the Draft Plan further research is being undertaken. This work will need to take into account other policies/standards operating across the Council e.g. in relation to street lighting in order to ensure that a consistent/mutually acceptable planning policy approach is proposed. It may also be necessary to prepare technical guidance to support the implementation of the policy. However, for the purposes of the Options document, an initial policy approach to address this matter is set out below.

EMERGING POLICY APPROACH D8

1) ***Proposals for the external lighting will only be permitted where they would not give rise to an unacceptable level of illumination into the sky, open countryside or in villages where present levels of illumination are low; or in urban areas and villages where present levels of illumination are already significant, the proposal would have no detrimental impact on residential or visual amenity.***

3) ***Development will be required to maintain or improve upon 'existing baseline light levels'.***

4) ***No increase in light levels will be permitted unless:***

    a) ***appropriate surveys demonstrate that additional lighting on site will have no detrimental impact on bat species and;***

    b) ***the development otherwise contributes to a defined network of ecologically functional dark corridors.***

5) ***All new development will be expected to demonstrate that technology has been used to minimise light spill and energy use, and to use SMART lighting techniques.***

6) ***A variety of techniques will be supported to facilitate development that will minimise and/or compensate for light spill:***

    a) ***use of building structure, design and orientation to protect or provide a functional dark route***

along the river corridor

b) use of landscaping to protect or create dark corridors on site. Planting will be expected to consist of native species, with provision for invertebrates, and planting will be expected to be managed for ecology as well as for practicality

c) provision of roosting opportunities on site

d) provision of functional and connected dark corridors 'off river' if needed to compensate for loss of river corridor connectivity. These corridors will connect to a defined network of routes which leads from the river to foraging opportunities and the edge of the urban area

e) use of SMART glass

f) use of internal lighting design solutions to minimise light spill

g) use of smart lighting solutions

Would replace saved Local Plan Policy BH.22

Other alternatives considered

1) Not include a dedicated lighting policy and rely on the guidance in the NPPG for considering proposals which give rise to unacceptable levels of light pollution. This approach would not provide the level of detail considered by the Council necessary to deal with the issue of light pollution adequately.

Natural Environment

Background

Links with the Core Strategy
Key Policies
CP6 Environmental Quality
CP7 Green Infrastructure
Strategic objective
Protect and enhance the District's natural, built and cultural assets and provide green infrastructure

2.207 The Core Strategy sets the strategic planning policy for the natural environment. It recognises that Bath and North East Somerset's *'high quality environment is fundamental to its local distinctiveness. It is a key contributor to the quality of life of residents, attracting visitors, businesses and inward investment, contributing to the prosperity of the area in terms of tourism and delivering a wide range of tangible and intangible benefits to people including health and general well-being*.'

2.208 This section considers a more detailed policy framework relating to landscape, biodiversity and green infrastructure. It also covers trees and woodland conservation.

Green Infrastructure

Context

2.209 The concept of green infrastructure (GI) is now firmly embedded in national policy with the NPPF requiring local planning authorities to set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. It defines green infrastructure as a *network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.*

2.210 The district has a wide range of existing green infrastructure assets such as open spaces, parks and gardens, allotments, woodlands, street trees, green roofs, fields, hedges, lakes, ponds, meadows and grassland playing fields, as well as footpaths, cycleway and waterways. However the concept of GI looks beyond existing designations, seeking opportunities to increase function and connectivity of assets to maximise the benefits for the community.



2.211 Green infrastructure works across many different spatial scales from district wide, to local neighbourhood and site specific levels. Strategic green infrastructure at the landscape scale provides the wider framework and context to support green infrastructure at the more local levels. The network also needs to link across the sub-region as one system that works together.

2.212 Core Strategy Policy CP7 'Green Infrastructure' already sets out a requirement to protect and enhance a strategic green infrastructure network across the district. Policy CP13 Infrastructure seeks to

ensure that all new developments are supported by the necessary infrastructure, including green infrastructure.

2.213 The **Green Infrastructure Strategy** (2013) provides a framework for delivery with success dependent on coordinated, targeted activity and strong working relationships with many partners including the local community. Cross boundary working and multi-agency cooperation are essential and delivery will be achieved in a wide variety of ways.

Overarching principles

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

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

Developing a policy approach

2.214 Crucially for the Placemaking Plan the Green Infrastructure Strategy recognises that significant opportunities will occur to deliver Green Infrastructure alongside growth through new developments.

2.215 The Placemaking Plan therefore provides the mechanism to develop a more detailed policy framework, setting out clear requirements for developers to ensure that Green Infrastructure is delivered alongside/through growth/development in the district.

Emerging preferred approach

2.216 The Green Infrastructure principles, delivery aims and objectives, set out in the Strategy need to be embedded in development proposals of all scales. The Council is maintaining a working base of green infrastructure asset and opportunity maps at strategic, urban and parish/ward scales, and developers can use these as a starting point for GI assessments. More details will be made available on the Green Infrastructure webpages www.bathnes.gov.uk/greeninfrastructure.

2.217 Green infrastructure is a key component of sustainable development and fundamental to creating successful places. The GI approach requires an audit of existing GI assets within and adjoining the development site and assessment of the function the site provides within and its linkages to, the wider GI network. This GI audit/assessment should bring together the more specific assessment based information already required to comply with a whole range of related policies (including landscape, ecology, eco-system services, built heritage, outdoors access (cycling and walking), green spaces, SuDS, trees and woodlands, climate change, local food etc.) The purpose of this is to generate a multifunctional, connected and added value solution to achieve multiple benefits for the community, especially those that promote health and well-being. It is intended therefore to include a detailed criterion based policy to provide clear guidance to developers.

EMERGING POLICY APPROACH NE1

1. Within the context of Core Strategy Policy CP7 development will be permitted provided:

a) the scheme makes provision for or contributes to the development, protection and enhancement of a network of green infrastructure across the district, and ensure that suitable links to existing networks are provided and maintained.

b) it does not adversely affect the integrity and value of green infrastructure assets or prejudice the delivery of the B&NES Green Infrastructure Strategy.

2) Development should consider and reflect the principles, delivery aims and objectives as set out in the Green Infrastructure Strategy.

3) Proposals for major developments should be accompanied by:

a) an "audit" of the existing green infrastructure assets within and around the development site together with the current GI functions of the site itself; and

b) a GI "proposal" demonstrating how GI has been incorporated into the scheme in order to increase function and improve connectivity including links to existing the local and strategic networks

4) Developers will be required to address GI in any Masterplan which as a minimum fulfils the requirements of clause 3) above.

Other alternatives considered

1) Rely solely on the principles in the NPPF for determining planning applications. However, this would be at odds with the NPPF's requirement for including criteria based policies against which proposals affecting ecological assets will be considered.

2) Rely on the broad brush aims of Core Policy CP7 which, whilst requiring the protection and enhancement of a strategic green infrastructure network, does not provide sufficient guidance for determining proposals.

Checklist options

2.218 Developers will be expected to provide sufficient information with their application to ensure Green Infrastructure has been properly considered in drawing up a scheme (see criterion 3 of the suggested policy approach for Green Infrastructure above). There a number of options for achieving this:

Option 1

Introduce a dedicated Green Infrastructure checklist/proforma.

Option 2

Amend the Sustainability checklist to include Green Infrastructure.

Option 3

Amend the Design and Access statement to include Green Infrastructure.

Landscape

Background

2.219 The landscape forms the context for people's lives. Its character and quality is key to maintaining a strong sense of place; an important objective in the NPPF. The government signed up to the European Landscape Convention (ELC) in February 2006 and it came into effect in March 2007. The ELC promotes the protection, planning and management of all landscapes including urban, peri-urban or rural, and whether ordinary, degraded, outstanding or designated landscapes. The convention includes a definition of landscape which reflects this: *"Landscape means an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors."*

Policy context



2.220 The NPPF requires local authorities take a **criteria based approach** to protecting the landscape in preference to designating local landscapes. This approach requires an understanding of landscapes that are valued and an understanding of the significance of particular landscapes and their components rather than just carrying out a crude check whether the landscape is designated or not. The established process of landscape character assessment is the key tool for guiding decisions.

2.221 The NPPF recognises that **protection is commensurate with the status and importance of the landscape** with Areas of Outstanding Natural Beauty (AONBs) having the highest status of protection in relation to landscape along with National Parks. The NPPF also states that allocations of land should favour land of lesser environmental value and that the planning system should protect and enhance valued landscapes. Decisions affecting the landscape and views will therefore be judged not only on its designation but also on the value and the significance of the landscape and its features that may be affected.

Developing a policy approach

2.222 Core Strategy Policy CP6 'Environmental Quality' already seeks to conserve or enhance the distinctive character and quality of Bath & North East Somerset's distinctive landscape. It is proposed that the Placemaking Plan includes a more detailed policy to ensure the effects of development proposals are fully assessed and landscape character and quality is protected, conserved and enhanced.

2.223 The **distinct character and quality** of the varied landscape is valued throughout the district. In line with national policy great weight should be given to protecting, conserving and enhancing the landscape. The distinct character is often enhanced through an understanding of the cultural, social and environmental significance of an area often referred to as the 'sense of place' or 'spirit of place' and should be reflected when considering development proposals.

2.224 **Views** are an important asset in both the rural and developed parts of the District. Development should be expected to conserve and enhance important views particularly taking into account views to significant landmarks and features, the effect of the development seen in the wider context, on the landscape character and significant viewing points.

2.225 Key areas, characteristics and features of particular value are all components of the landscape and include:

- *Mendip Hills and Cotswolds Areas of Outstanding Natural Beauty*
- *Bath as a World Heritage Site and its setting*
- *Conservation Areas*
- *Parks & Gardens of National Historic Importance*
- *Parks and gardens of local importance*
- *Visually important open spaces*
- *Green hillsides and wooded skylines (particularly those contributing to The City of Bath World Heritage Site and the Radstock and Midsomer Norton Conservation Areas*
- *Tranquil areas*
- *The rural character and beauty of the district*
- *Landscape contributing to the distinct form of the district's villages, towns and the City of Bath*
- *River and other waterway corridors*
- *Green Infrastructure links*
- *Valued habitats including herb-rich calcareous grassland, ancient woodland, priority habitats*
- *Historic landscapes including significant areas of historic field patterns*
- *Trees and woodlands, hedgerows, and other important landscape features and historic assets which give places their distinct character*
- *Views, viewpoints and the character of views with particular importance given to valued historic and present day views.*
- *Orchards both to protect historic orchards and trees and also renovate and create new ones*

2.226 Supporting evidence and information on views and aspects of landscape character is often incomplete and understanding develops over time. It is proposed that a programme to fill any gaps to identify valued areas, characteristics and features and / or to define the significance of each will be pursued and applicants expected to take account of best practice and available material.

2.227 The principle means for assessing the effect of development on the landscape is through the separate but related methodologies of **Landscape and Visual Impact Assessment**. All proposals with potential to impact on the landscape character of an area or on views will be expected to have a Landscape and Visual Impact Assessment undertaken by a qualified practician to both inform the design and location of any new development to avoid or minimise impacts and to transparently identify the nature, magnitude and significance of any effects. The assessment should identify landscape and visual effects on landscape, heritage and ecological assets using the Guidelines for Landscape and Visual Impact Assessment, 3rd edition (2013) or any subsequent updated guidelines. Full use should be made of existing landscape character assessments and relevant planning guidance such as the City of Bath World Heritage Site Setting Supplementary Planning Document, management plans and Conservation Area appraisals.

Emerging preferred approach

2.228 The approach taken has been to apply the policies set out in the NPPF particularly as applicable to landscape and design and to provide local context to reflect the needs and priorities of the District and its communities. This places emphasis on using criteria based policies in preference to designating local landscapes and in particular the protection, conservation and enhancement of the distinct landscape character of the District.

EMERGING POLICY APPROACH NE2

1) The following principles should be applied to all development proposals:

a) Development must protect, and will be expected to enhance, local landscape character and features and distinctiveness regardless of whether they enjoy national protection.

b) Major development proposals will only be permitted in the Areas of Outstanding Natural Beauty in exceptional circumstances and where it can be demonstrated they are in the public interest in accordance with national policy.

c) Applicants should demonstrate an understanding of the wider landscape context making use of relevant existing assessments and will be expected to assess more local aspects of character and how they contribute to the wider context. The landscape character review and assessment must be proportionate to the nature and scale of the proposal and must take account of what the community considers as valued landscape characteristics and features.

d) Green space must be incorporated to enhance the sense of place and quality of the environment for users of the development and to create a high quality environment to enhance landscape character, biodiversity and provide sustainable public access and other landscape benefits such as shading and shelter.

e) Development must preserve and enhance important views particularly taking into account views to significant landmarks and features, Development must make a positive contribution to views and reinforce the local landscape character and the understanding of significance of the views in relation to heritage assets. Opportunities should be taken to create new local views and vistas and to enhance views of historical significance.

2) Landscape proposals will normally be required to ensure the development fits into the surroundings and contributes positively to the area. Proposals must show proposed hard landscape proposals and planting and include details of existing vegetation and other landscape features including trees showing those to be retained and any that are proposed to be removed. The proposals must be supported by maintenance proposals and arrangements during the establishment period

3) All proposals with potential to impact on the landscape character of an area or on views must have a Landscape and Visual Impact Assessment undertaken by a qualified practician to inform the design and location of any new development, to avoid or minimise impacts on landscape and views and to transparently identify the nature, magnitude and significance of any effects.

4) A Landscape and Ecological Management Plan will be required for certain developments and must show landscape and ecological objectives for each area, operations and their timing and procedures for monitoring and revising the plan if needed to achieve the defined objectives. Management will be undertaken in accordance with the management plan.

Would replace saved Local Plan Policies NE.1 - NE.4 and BH.16

Other alternatives considered

1) Rely solely on national planning policy as given in the NPPF.

   Although the national policy supports good design and the protection, conservation and enhancement of the landscape it is very thin in detail and does require local authorities to implement these policies within the local context. The reason this option is not being taken is because of the light coverage of landscape and design in national policy and because of the need to provide how the policy applies at the local level.

2) Rely on protecting specific areas of landscape.
   This approach while not forbidden is not favoured in the NPPF. While it would have been a workable option it could be seen as preventing consideration of sustainable development in parts of the District and would leave those parts of the District outside the locally designated areas susceptible to change that could be detrimental to the character and quality of the landscape.

Ecology

Context

2.229 The NPPF expects local planning authorities to include criteria based policies in their Local Plan against which the impact of development proposals on or affecting protected biodiversity and geodiversity can be considered. It also requires distinctions to be made between the hierarchy of international, national and locally designated sites. This is so that protection commensurate with their status and appropriate weight is given to their importance and the contribution that they make to wider ecological networks. It also should plan for biodiversity at a landscape-scale across local authority boundaries.

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



2.231 The Core Strategy also highlights the district's rich diversity of habitats, features and sites from international (Special Protection Areas/Special Areas of Conservation), national (Sites of Special Scientific Interest) and locally protected sites (Sites of Nature Conservation Interest).

Policy aims

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

Sites, species and habitats

2.232 There are currently a number of detailed saved Local Plan policies which seek to conserve and increase the abundance and diversity of Bath and North East Somerset's wildlife habitats species and to minimise adverse effects where conflicts of interest are unavoidable. These cover internationally, nationally, and locally important sites, species and habitats as well as seeking to protect a range of natural features which are valuable for wildlife, amenity, historic, recreational or visual reasons and act as routes for wildlife migration. These policies clearly articulate what is required of developers when submitting a planning application which either directly or indirectly affects wildlife sites or habitats. The Council wishes

to maintain this approach having regard to Core Strategy Policy CP6 'Environmental Quality' and NPPF requirements.

Emerging preferred approach

2.233 Include a detailed policy which, within the context of Core Strategy Policy CP6, gives clear and detailed guidance to applicants.

EMERGING POLICY APPROACH NE3

1) Development that would adversely affect, directly or indirectly, internationally (SPAs/SACs) or nationally (SSSIs) protected species and/or their habitats will not be permitted unless other benefits outweigh this.

2) Development that would adversely affect, directly or indirectly, species, habitats or features of biodiversity/geodiversity importance will only be permitted, provided, in the case of:

- ***a) Sites of Special Scientific Interest, there are imperative reasons of national importance for the development***
- ***b) Sites of Nature Conservation Importance; Local Nature Reserves, Regionally Important Geological/ Geomorphological Sites and other sites of equivalent nature conservation value, material factors are sufficient to override the local biological geological / geomorphological and community/amenity value of the site***
- ***c) Priority Species (NERC Section 41) and Locally Important Species, the importance of the development and its need for that particular location is sufficient to override the local value of the species***
- ***d) features of the landscape such as trees, copses, woodlands, grasslands, batches, ponds, roadside verges, veteran trees, hedgerows, walls, orchards, and watercourses and their corridors if they are of amenity, wildlife, or landscape value, or if they contribute to a wider network of habitats, such features are retained and enhanced unless the loss of such features is unavoidable because the reasons for the development outweigh the need to retain the features.***

And for all sites proposals must demonstrate, as applicable, that:

- ***e) any harm to the nature conservation value of the site is minimised; and***
- ***f) compensatory provision of at least equal nature conservation value is made for any habitat loss or damage***
- ***g) habitat enhancements are made***
- ***h) measures for the protection and recovery of Priority Species (NERC Section 41) are made as appropriate***
- ***i) appropriate provision is made for the management of retained and created habitat features of major importance to for wild flora and fauna.***
- ***j) site lighting details are designed to avoid harm to nature conservation interests; including habitat connectivity and function as part of an ecological corridor.***

3) Development affecting a waterway will only be permitted where it conserves or enhances the character, amenity or wildlife value of that watercourse and its corridor.

4) All proposals, where protected species are to be affected, will be expected to have been informed by appropriate surveys and assessment of impacts and information submitted should be of a sufficient level of detail to support the planning application and/or to meet statutory obligations

5) Conditions and planning obligations will be used where necessary to protect species, habitats or features of biodiversity/geodiversity importance to secure their long term management or compensate for loss when development takes place.

Would replace saved Local Plan Policies NE.8 - NE.12 and NE.15

Other alternatives considered



1) Rely solely on the principles in the NPPF for determining planning applications.

   This would be at odds with the NPPF's requirement for including criteria based policies against which proposals affecting ecological assets will be considered.

2) Relying on the broad protection and enhancement afforded by Core Policy CP6(4) which does not have the necessary detail for considering proposals affecting ecology.

3) Taking forward the saved Local Plan policies relating to nature conservation which are repetitive and not drafted in the context of the NPPF.

Ecosystem Services

2.234 The NPPF describes 'Ecosystem Services' as 'the benefits people obtain from ecosystems such as, food, water, flood and disease control and recreation'. It also highlights the role the planning system has in contributing to and enhancing the natural and local environment by recognising the wider benefits of ecosystem services. In response to this and related points raised through the launch consultation, it is acknowledged there is role for an ecosystem service policy or approach in the Placemaking.

Option 1

Include a dedicated ecosystem service policy worded as follows.

EMERGING POLICY APPROACH NE4

1) Development will be permitted where ecosystem services are considered, protected and enhanced to optimize benefits and function.
2) Key services to address are provisioning services (food; fibre; water) regulatory services (flood prevention; water purification; air quality and climate regulation) and cultural service (inspirational; educational and cultural well-being).
3) Ecosystem measures proposed should be described in the Design and Access Statement and can be included within Green Infrastructure provision (proposed Policy NE1).

Option 2

Include text that describes an approach to recognise wider benefits of ecosystem services (NPPF 109), and how this can be delivered through other policies relating to woodland, sustainable urban drainage systems, Green infrastructure, water source protection nature conservation etc.

Ecological networks

2.235 One of the aims of the national strategy 'Biodiversity 2020' is to ensure coherent and resilient ecological networks are established. This will help enable biodiversity assets to recover from loss and become resilient to climate change impacts and deliver ecosystem services which are of social and economic value. It is important to maintain and improve habitat connectivity in ensuring the long-term survival of biodiversity in a changing climate and environment which has become fragmented by human activities. 'Ecological networks generally have five components[4].

1) Core areas of high nature conservation value which contain rare or important habitats or ecosystem services. They include protected wildlife sites and other semi-natural areas of high ecological quality.
2) Corridors and 'stepping stones' enabling species to move between core areas. These can be made up of a number of small sites acting as 'stepping stones' or a mosaic of habitats that allows species to move and supports ecosystem functions.
3) Restoration areas, where strategies are put in place to create high value areas (the 'core areas' of the future), restoring ecological functions and wildlife.
4) Buffer zones that protect core areas, restoration areas, and 'stepping stones' from adverse impacts in the wider environment.
5) Sustainable use areas, areas of surrounding land that are managed in a sustainable and wildlife friendly way.'

Emerging preferred approach

2.236 Include a dedicated 'ecological network' policy which aims to help secure coherent and resilient ecological networks.

EMERGING POLICY APPROACH NE5

1) Development which does not make a positive contribution to the creation, protection, enhancement, restoration and management of robust ecological networks will not be permitted.

2) Key strategic components of the District's ecological networks are shown on the Policies Map. Development proposals should demonstrate what contribution it will make to the network through habitat creation, protection, enhancement, restoration and/or management.

Mapping local ecological networks

2.237 National planning policy also requires that components of the local ecological networks are identified and mapped. This should include the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them.

[4] Source: 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services', Defra (2011)

Emerging preferred approach

2.238 Show existing mapped features (SAC/Special Protection Areas, Sites of Special Scientific Interest, Local Nature Reserves, and Sites of Nature Conservation Interest) and add the Priority Habitats to define key components.

Other options

1) Follow the emerging preferred approach, plus show the Strategic Nature Areas on the Policies Map which show key hot spots for protection and restoration.

2) Follow the emerging preferred approach, plus show the B-lines work for grasslands; the Forestry woodlands and buffers for woodlands, and the river and stream networks.

Trees and woodland conservation

2.239 Whilst the NPPF makes reference to the need to prevent the loss of aged or veteran trees found outside ancient woodland there is no clear advice evident in the NPPF to guide development proposals. Saved Local Plan Policy NE.4 currently seeks to protect the District's trees and woodland from the adverse impact of development by setting out criteria against which proposals will be assessed.

2.240 Trees are an important part of our natural life support system: they have a vital role to play not just in the sustainability of our urban and rural areas, but as an important component of green infrastructure networks. They benefit:



- the local economy – creating potential for employment, providing a sustainable source of compost and biofuels and the raw materials for businesses, encouraging inward investment, bringing in tourism and adding value to property
- the local environment by reducing the effects of air pollution by removing sulphur dioxide, ozone, nitrogen oxides and particulates and reducing storm water run-off and soil erosion, acting as carbon sinks and producing oxygen; reducing energy consumption through moderation of the local climate by providing shelter and shade and reducing glare, reflection and wind speeds. They can provide screening and privacy or emphasize views and architecture. They provide a wide range of wildlife habitats
- the health and wellbeing of our community – by providing shade from harmful ultra-violet radiation and improving the visual quality of our landscape and our sense of wellbeing. Studies have shown that the calming effect of trees can reduce stress levels and improve recovery time after surgery. Trees and woodlands provide opportunities for recreation and education

2.**241** Much of the tree cover in the urban areas is in a critical condition and there is little or no replacement planting for over-mature trees in decline. Infill development has often reduced the space available for planting large tree species. In addition, new tree planting takes many years to mature. The management and retention of significant trees is therefore pressing.

2.242 Bath & North East Somerset has a duty under the Town and Country Planning Act 1990 to ensure tree and woodland preservation wherever it is appropriate. The Council will continue to protect trees and woodlands through Tree Preservation Orders (TPOs) as appropriate. There is also a level of protection afforded to trees in Conservation Areas (CAs). However there are many trees of value outside these designations and careful consideration should be given to the removal of any tree. Applicants will be expected to refer to the latest British Standards BS 5837 best practice guidance which provides and recommendations on assessing the quality and contribution of trees on and adjacent to sites. The development of a trees and woodland strategy would further assist in providing more bespoke guidance to developers and other stakeholders in Bath & North East Somerset.

Emerging preferred approach

2.243 It is suggested that a comparable policy approach is taken in the Placemaking Plan as that in the adopted Local Plan as set out below. This would ensure that trees and woodland continue to be afforded suitable protection.

EMERGING POLICY APPROACH NE6

Development will only be permitted where:

1) it does not have an adverse impact on trees and woodlands of wildlife, landscape, historic, amenity, productive or cultural value; and

2) it includes the appropriate retention and new planting of trees and woodlands; and

3) it does not have an adverse impact on a veteran tree;

4) In the case of an unavoidably adverse impact on trees and woodlands, compensatory provision is made in accordance with guidance in the Planning Obligations SPD on replacement tree planting.

Would replace saved Local Plan Policy NE.4

Other alternatives considered

1) None. The protection of trees and woodland is crucial for ensuring a sustainable environment. It is considered that the level of protection under national planning policy is insufficient enough to justify a local policy.

2.244 Supplementary Planning Documents and Guidance and other relevant guidance will be used to guide decisions-making on proposals for development. This includes:

- Green Infrastructure Strategy
- Trees and Design Action Group (TDAG) best practice guides including Trees in the Townscape, a Guide for Decision Makers (2012)
- Planning Obligations SPD
- City of Bath World Heritage Site Setting SPD (August 2013)
- Conservation Area Statements and Appraisals

Historic Environment

Context

2.245 The Core Strategy recognises that the sensitive management of Bath & North East Somerset's outstanding cultural and historic environment is a key component in the delivery of sustainable development. It is an asset that adds value to regeneration and attracts business, acting as a stimulus to local economic growth.

2.246 The international significance and importance of Bath is recognized by its World Heritage Site designation. Beyond Bath the District has a rich and diverse historic environment, including locally distinct vernacular architecture, uniquely important archaeology and industrial and coal mining heritage.

2.247 Great weight is given to conserving the significance of designated heritage assets and their setting. Heritage assets include any valued component of the historic environment, be it a building, monument or place which is positively identified as having a degree of significance meriting consideration in the planning process.

Within Bath and North East Somerset the designated heritage assets are:

- City of Bath World Heritage Site
- Over 6,000 listed buildings (3% Grade I, 10% Grade II*, 87% Grade II)
- 36 Conservation Areas
- Scheduled Ancient Monuments: 58 Schedulings; as some cover more than one monument, total 74
- The Registered Lansdown Historic Battlefield site.
- 16 Registered Historic Parks and Gardens
- 71 Parks and Gardens designated locally by the Avon Gardens Trust

2.248 Many of the District's heritage assets may not merit formal designation but are highly regarded and often much-cherished elements of the area. They may be identified during the planning process or other processes to assess local character, such as conservation area and village character appraisals and when assessing potential urban and rural development sites. Following identification they can be added to a local list of non-designated heritage assets. Government guidance makes it clear that the effect of a proposal on the significance of a non-designated heritage asset should also be taken into account when determining applications.

2.249 The Council will review its programme for Conservation Area Appraisals to ensure they remain up to date and relevant, periodically update the local Buildings at Risk Register working with English Heritage, and define locally important heritage assets. It will continue to prepare specific local guidance on management of the historic environment and update existing guidance on subjects as diverse as historic shop fronts, stone cleaning and retro-fitting.

2.250 To sympathetically manage heritage assets in the development process there must be a clear understanding of the assets themselves, including their significance and setting. Early pre-application work by the developer is encouraged to avoid abortive and costly work at a later stage.

2.251 The setting of a heritage asset is an important consideration. Its contribution to the significance of any asset should be understood to inform the appropriate development response.

2.252 The Council maintains and makes available the Historic Environment Record (HER) to provide information for developers, to inform applications and for the developer to make any evidence on the significance of heritage asset(s) to be affected publicly available for inclusion in the HER.

2.253 It is the applicant's responsibility to provide sufficient information and assessment of the impacts of their scheme on heritage assets and/or their settings, and the wider historic environment. Heritage assets should be identified early in the design process for any development proposal which may impact on their significance.

2.254 The Council's HER including the District's Conservation Area Appraisals and Management Plans; supplementary planning documents, guidance and other relevant sources of information, will be used to inform the consideration of future development including potential conservation and enhancement measures.

Policy Context

2.255 This emerging policy approach below accords with the NPPF and supports the Core Strategy's strategic policies for the historic environment and its positive approach to the conservation of the district's heritage assets.

2.256 Policy CP6 of the Core strategy sets the context for this historic environment policy and explains in detail how the Council proposes to secure the conservation of its heritage assets throughout the district. Policy B4 seeks to prevent harm to the Outstanding Universal Value of the City of Bath World Heritage Site and its setting and is a key material consideration when making planning decisions.

Emerging preferred approach

The aims of this policy are:

- *to manage the historic environment in the most efficient and effective way in order to sustain its overall value to society*
- *to ensure the proper assessment of the importance of the significance of a heritage asset and the contribution of its setting in the development process*
- *to understand the nature and level of the significance of a heritage asset as a means of then addressing its conservation.*

2.257 This policy approach has been informed by consultation with English Heritage and local stakeholders as part of the preparation of the Options document.

EMERGING POLICY APPROACH HE1

1) Within the scope of Core Strategy Policies B4 and CP6, development that has an impact upon a heritage asset, whether designated or non-designated, will be expected to enhance or better reveal its significance and setting. The more significant the designated heritage asset, the greater the presumption should be in favour of its conservation.

2) Substantial harm to, or loss of, the significance of a designated heritage asset and/or its setting should be wholly exceptional unless it can be demonstrated that the proposed development provides overwhelming public benefit(s) that outweighs the loss or harm to the heritage asset.

3) Non-designated archaeological heritage assets of demonstrably equal significance to Scheduled

Ancient Monuments will be subject to the same policy considerations as designated heritage assets.

4) The degree of harm to or loss of the significance of a non-designated heritage asset and or its setting will be balanced against the benefits of the proposed development and the degree to which the harm or loss can be mitigated. Proposals which unjustifiably harm the significance of a non-designated heritage asset will not be permitted.

5) When determining applications for development affecting heritage assets the Council will also apply the following principles:

a) <u>World Heritage Site</u>

Development within the City of Bath City World Heritage Site will be expected to comply with Policy B4, not prejudice the objectives of the World Heritage Site Management Plan and have regard to the City of Bath World Heritage Site Setting SPD.

b) <u>Listed buildings</u>

The significance of listed buildings is required to be sustained and enhanced. Appropriate repair and reuse of listed buildings will be encouraged. Alterations, extensions, changes to listed buildings or their use, or development in their vicinity will be expected to have no adverse impact on those elements which contribute to their special architectural or historic interest, including their settings and important views of them. Substantial harm to the setting, important view or loss of a listed building will be strongly resisted.

Applications for listed building consent must be accompanied by a Heritage Statement to demonstrate a clear understanding of the significance of the affected listed building and the impact on its significance.

c) <u>Conservation Areas</u>

Development within or affecting the setting of a conservation area will only be permitted where it will preserve or enhance those elements which contribute to its special character or appearance. Demolition of buildings consideration will meet the same expectation. Where appropriate the Council will consider serving Article IV Directions to assist in conserving the local character of the conservation area.

d) <u>Archaeology</u>

Scheduled monuments and other non-designated archaeological sites of equivalent importance should be preserved in situ. In those cases where this is not justifiable or feasible provision should be made for their excavation and recording. The appropriate publication and curation of the finds/archive will be required.

e) <u>Registered Historic Parks and Gardens</u>

Development will be expected respect the design, character, appearance or settings of registered historic parks and gardens and to safeguard those features which contribute to its significance and are integral to its character and appearance.

5) Understanding the asset

Applications affecting the significance of a heritage asset will be required to provide sufficient information, such as desk-based assessment, field evaluation or historic building report, to demonstrate how the proposals would contribute to the asset's conservation.

6) Locally important heritage assets

Proposals affecting locally important heritage assets, including unscheduled archaeology, should ensure they are conserved having regard to their significance and the degree of any harm or loss of

significance.

7) Recording the asset

Where a development would result in the partial or total loss of a heritage asset and/or its setting, the applicant will be required to secure a programme of recording and analysis of that asset, and to ensure the publication of that record to an appropriate standard.

8) Energy efficiency measures and renewables

Energy efficient improvements and the installation of micro-renewables proposed for designated and undesignated historic buildings and areas, including listed buildings and conservation areas, will be supported provided that the proposals do not result in physical or visual harm to the heritage asset and do not conflict with the general principles described above and those set out in related and relevant Council guidance and SPD.

This policy would replace saved Local Plan Policies BH.2 - BH.7, BH.9, BH.11, BH.12 and BH.14

Other alternatives considered

None. It is considered that within the context of national policy and the Core Strategy a detailed and comprehensive policy approach to conserving and enhancing the District's heritage assets is essential as proposed above to provide clear advice to applicants.

2.258 Supplementary Planning Documents and Guidance and other relevant guidance will also be used to guide decision-making on proposals for development, including:

- Archaeology in Bath & North East Somerset SPG (May 2004)
- Archaeology in Bath SPG (May 2004).
- Bath City-wide Character Appraisal (August 2005)
- Conservation Area Character Appraisals
- Streetscape Manual SPD (April 2005)
- City of Bath World Heritage Site Setting SPD (August 2013)
- Bath Building Heights Strategy (September 2010)
- Energy Efficiency & Renewable Energy Guidance for Listed Buildings and Undesignated Historic Buildings (September 2013)
- Bath Shopfronts - guidelines for Design and Conservation
- Bath World Heritage Site Management Plan
- Parish Character Assessments

Other important sources of information include:

- The National Heritage List for England
- The Council's Historic Environment Record (HER)
- The 'Heritage at Risk' register
- In-house and local knowledge and expertise

Somersetshire Coal Canal and the Wansdyke

2.259 The Somerset Coal Canal and the Wansdyke earthwork are two important linear historic assets in Bath and North East Somerset.

2.260 The Wansdyke is a nationally important and is one of the most significant historical features within the area and is a Scheduled Monument. There is no clear evidence about the origin or purpose of the

Wansdyke however this earthwork starts at the Maes Knoll hill fort and runs to Horsecombe to the south of Bath. Some sections are is clearly visible above the ground.

2.261 The remains of the Somersetshire Coal Canal are a significant reminder of the District's coal mining history. It was constructed between 1795 and 1801 to link the North Somerset coalfields with the Kennet and Avon Canal. The main branch followed the Cam valley from north of Paulton to the Dundas Aqueduct and served the coal fields around Paulton, Timsbury, Camerton and Dunkerton. It was used until the end of the 19th century.

2.262 Whilst these historic assets would benefit from the provisions of Core Strategy Policy CP6 and the emerging policy approach outlined in HE1 above, there is the potential highlight the importance of these linear routes in a separate policy. As linear features this would also provide a link with the Green Infrastructure policies.

Option 1

Include a dedicated policy which seeks to recognise the importance of and protect the intrinsic historic value of the linear routes of the Somersetshire Coal Canal and the Wansdyke and indicate the routes on the Policies Map and/or a diagram in the Placemaking Plan.

Option 2

Include a dedicated policy as suggested in Option 1 but not indicate the routes on the Policies Map and/or a diagram.

Option 3

Rely on the relevant Core Strategy and Placemaking Plan policies to provide the necessary protection to these linear historic routes.

Meeting local community and recreational needs

Context

Links with the Core Strategy

Objective 6: Plan for development that promotes health and well being

2.263 The Council needs to continue planning positively to meet needs for social, recreational, cultural facilities and services. Successful community facilities and services are integral to the vibrancy of communities across the District. Good community facilities provide opportunities for interaction between people, to get involved in activities and to have increased accessibility to basic services. This benefits the social prosperity of communities across the District, whilst providing knock on benefits for health and well-being, sustainability and the economy.

2.264 National planning policy also stresses the importance of retaining existing community facilities and planning positively for the provision and use of shared space, community facilities and other local services.

2.265 Amongst the wide range of social, recreational and cultural facilities and services necessary to sustain community needs and support healthy lifestyles are local shops, meeting places, sports and recreational spaces and venues, cultural buildings, public houses and places of worship. The adopted Local Plan also includes youth centres, education facilities at schools and colleges, health care provided at hospitals, clinics and surgeries, libraries, and venues for community arts within the scope of community facilities. These lists are not exhaustive and may include a service which also has a social or community role.

Policy aims

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

Safeguarding local community facilities

2.266 Land and buildings in community use are a valuable local resource. Displacing them by redevelopment or change of use makes it far more difficult to return them to community use. This could mean that future requirements for community use may lead to pressure to develop facilities on greenfield land in less accessible locations. This would be contrary to Government policy which places importance on facilities being in safe and accessible locations for the community they serve.

2.267 Saved Local Plan Policy CF.1 seeks to achieve these aims by preventing the loss of community facilities and is often used in decision-making. The NPPF is clear that policies and decisions should 'guard against the unnecessary loss of valued facilities and services'.

Emerging preferred approach

2.268 Continue the current policy approach taken in the existing Local Plan but reframe the policy to provide clearer advice.

EMERGING POLICY APPROACH LCR1

Development involving the loss of land and/or buildings used for community purposes will only be permitted provided:

1) ***the applicant is able to demonstrate there is adequate existing local provision of facilities of equivalent community benefit in the locality; or***
2) ***alternative facilities of equivalent community benefit will be provided in the locality; or***
3) ***there is a local need for additional community facilities, but the site is unsuitable to serve that need or there is no realistic prospect of it being used for that local need; or***
4) ***the proposed loss is an integral part of changes by a public service provider which will improve the overall quality or accessibility of public services in the locality.***

Would replace saved Local Plan Policy CF.1

Other alternatives considered

None. The NPPF requires that policies should guard against the unnecessary loss of valued facilities and services and it is considered important to articulate the circumstances in which the loss of a safeguarded community asset may be acceptable.

Public houses

a. The existing Local Plan recognises the important role that public houses play as a community resource, particularly in rural areas and local centres. Loss of this resource including associated buildings, which are also often used as venues for social activities, can have a detrimental impact on both the economy of the settlement and the social well-being of the community.

2.270 Saved Local Plan Policy CF.7 currently sets out the circumstances in which the loss of a public house to another use might be considered acceptable. It seeks to prevent the redevelopment or change of use of a public house, unless:

- the operation of a public house serving the local community is not viable and the premises have been effectively marketed as a public house without success; or
- the development or change of use would result in the provision of alternative facilities of equivalent or greater benefit to the local community.



Option 1

Continue to include a separate policy safeguarding against the loss of public houses to another use adopting a similar approach to Saved Local Plan Policy CF.7

Option 2

Not have a dedicated policy and rely on the emerging approach proposed in CR1 above to safeguard public houses

New or replacement community facilities

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

2.272 Core Strategy Policy RA3 already supports the development of community facilities and shops within and adjoining the rural settlements provided that they are of a scale and character appropriate to the village and meet the needs of the parish and adjoining parishes. Saved Local Plan Policy CF.2 supports the provision of new community facilities in accessible and sustainable locations.

Emerging preferred approach

2.273 Continue the current policy approach taken in the existing Local Plan. New community facilities or extensions to existing facilities outside the scope of Policy RA3 which meet the current and future needs of the local community will be supported provided they are in easily accessible locations and the land.

2.274 Where there is a need to provide for community facilities in association with new development proposals - for instance, where the scale of the development gives rise to new community, educational or health care needs requiring additional provision or enhancement of existing provision or the replacement of the displaced existing facilities - the developer will be expected to make provision directly related in scale and kind to the need generated by the development. This can either be in the form of direct provision by the developer or where this is not possible or appropriate, financial contributions will be sought through the use of planning obligations.

EMERGING POLICY APPROACH LCR2

1) ***Development of new or replacement community facilities outside the scope Core Strategy Policy RA3 will be permitted provided the proposal is within or well related to the settlement, or in the case of existing facilities outside such settlements, they are well related to existing buildings and accessible by sustainable transport modes***
2) ***Where existing community facilities are inadequate to meet the needs of future residents of new development, planning permission will be refused unless additional provision, related in scale and in kind to the proposed development, to meet those needs is, or will be, made.***

Would replace saved Local Plan Policy CF 2 and CF.3

Other alternatives considered

None. The NPPF expects local authorities to plan positively for the provision and use of shared space, community and other local services to enhance the sustainability of communities and residential environments. The policy approach suggested above seeks to achieve this.

Building for schools

2.275 The NPPF places emphasis on ensuring that there is a sufficient choice of school places available to meet the needs of existing and new communities. It goes on to state that local planning authorities should take *'a proactive positive and collaborative approach to meeting this requirement, and to development that would widen choice in education.'* It places much importance on *'the need to create, expand and alter schools.'*





St Keyna Primary School, Keynsham

2.276 The Council has always recognised the need to ensure sufficient land is allocated to allow primary schools to develop and expand where such a need has been identified. The primary school reservations, as currently listed in the existing Local Plan (saved Policy CF.5) and shown on the **Policies Map**, have been reviewed by Children's Services and any changes are reflected in the list below. This now includes the land adjoining St Keyna Primary School in Keynsham which will be safeguarded for future school expansion to enable a degree of flexibility in accommodating the future primary education needs envisaged in the town arising from indigenous population growth and the significant new development proposals.

2.277 In Bath an additional primary school is being provided as a result of the need generated by and as part of the Crest element of the Bath Western Riverside development. Additional homes built in the remainder of Bath Western Riverside and as elements of mixed use development on other significant sites proposed to be allocated within the central area and river corridor would require an additional primary school. This school should ideally be provided within this part of the city. Further assessment of potential solutions is needed in order to inform the Draft Plan.

Emerging preferred approach

2.278 Continue to safeguard sites for primary school use to provide for future identified educational needs. This will provide certainty in terms of land-use; reassurance to the schools concerns and indicates Council's commitment to developing these sites.

EMERGING POLICY APPROACH LCR3

Land defined on the Policies Map is safeguarded for primary educational purposes.

1) Oldfield Park Junior, Claude Avenue, Bath	***0.21 ha. for future expansion.***
2) St Saviour's Primary, Bath	***0.1 ha. for extension***
3) St Keyna Primary, Keynsham	***0.65 ha for expansion***
4) Welton Primary, Midsomer Norton	***1.1 ha. for extension.***
5) St. Mary's Primary, Writhlington	***1.0 ha. for playing field.***
6) Camerton Primary	***0.6 ha. for extension***
7) Clutton Primary	***0.6 ha. for extension.***

8) East Harptree Primary	***0.25 ha. for playing field.***
9) Farrington Gurney Primary	***0.6 ha. for long-term replacement***
10) Freshford Primary	***0.3 ha. for playing field.***
11) Marksbury Primary	***0.8 ha. for site extension.***
12) Shoscombe Primary	***0.4 ha. for extension.***

Would replace saved Local Plan Policy CF.5

Other alternatives considered

1) Not safeguard land to meet the identified future needs of primary schools and rely on other policies for consideration of planning applications for school expansions. However, this would provide less certainty for these schools.

Allocation of land for cemeteries

2.279 The Council owns and manages the Haycombe Cemetery, on the edge of Bath, and Harptree Cemetery and is responsible for the maintenance for 30 closed cemeteries. Others are owned and managed by the Town and Parish Councils or Parochial Church Councils.

2.280 Land is safeguarded through the existing Local Plan for the extensions to cemeteries identified to ensure future needs are met at Haycombe Cemetery and the cemetery at Eckweek Lane.

Emerging preferred approach

2.281 Although these are not yet implemented, this land is still required and, it is proposed to take forward a policy approach that safeguards this land to ensure future needs are met and continue to define these areas on the **Policies Map**.

EMERGING POLICY APPROACH LCR4

Land as defined on the Policies Map will be safeguarded for extensions to cemeteries at Haycombe, Bath and Eckweek Lane, Peasedown St John.

Would replace saved Local Plan Policy CF.9

Other alternatives considered

Not safeguard land identified for the future expansion of the two cemeteries. However, by not identifying this land on the Policies Map it may be more difficult prevent loss to another use.

Safeguarding existing sport and recreational facilities

2.282 NPPF sets out the national planning policy on safeguarding open spaces and sport and recreation facilities. It stresses the importance of having *access to high quality open spaces and opportunities for sport and recreation making an important contribution to health and well-being of communities.* It expects *planning policies to be underpinned by up-to-date assessment of the needs for open space, sport and recreation facilities and opportunities for new provision.* Only then will it become clear whether there are open spaces, buildings or land that are genuinely surplus to requirements and even then their contribution to Green Infrastructure will need to considered before it is declared truly surplus. The **Green Space Strategy** adopted in 2007 currently serves this purpose (see also below regarding its review).

Emerging preferred approach

2.283 Adopt a comparable policy approach to that taken in the existing Local Plan in terms of safeguarding against the loss of recreational space but extend to cover land and buildings used for sport and recreation. This would bring the policy more aligned with the aims of the NPPF in safeguarding not only open spaces but other sport and recreation facilities.

EMERGING POLICY APPROACH LCR5

Development involving the loss of open space, land and buildings used for sports and recreation will only be permitted provided it can be demonstrated:

1) ***there is no longer a demand or evidence of future need for the recreational use of the land of buildings and a deficiency would not be created by this loss; or***
2) ***the proposed development only affects land which is incapable of being used for sport and recreation; or***
3) ***suitable replacement facilities of at least equivalent quality, quantity and community benefit are provided in locations accessible by sustainable transport modes; or***
4) ***the proposed development is for an indoor or outdoor sports facility with at least equal benefit to the development of sport to outweigh the loss of the existing or former recreational use.***

Would replace saved Local Plan Policy SR.1A

Other alternatives considered

None. Safeguarding against the loss of recreational land and buildings is one of the objectives of the NPPF.

New and replacement sports and recreational facilities

2.284 The NPPF highlights the importance of having access to high quality open spaces and opportunities for sport and recreation and having planning policies and up-to-date assessments of the needs for open space, sports and recreation which identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area.

2.285 The adopted **Green Space Strategy** is currently being reviewed against the NPPF requirements as highlighted above with the intention of it being adopted alongside the **Playing Pitch Strategy** review in June 2015. To reflect and meet the obligations of the national policy for open space provision, the adoption of this document and the strategic framework it will provide will enable a consistent policy approach for open space planning and investment to be applied in B&NES, ensuring that opportunities are not missed. In addition, as a strategic open space framework, this document can, by setting out local open space intentions, provide a single point of reference to evidence conformity with existing and emerging national policies.

Emerging preferred approach

2.286 Based on the existing Local Plan policies, it is considered essential to include a policy which clearly sets out the parameters within which proposals for new or replacement sport or recreational facilities will be acceptable and to ensure that a satisfactory level of new facilities or contributions towards the upgrade of existing facilities, including open space, is secured.

EMERGING POLICY APPROACH LCR6

1) New or replacement sport or recreational facilities will be permitted within or adjoining a town or settlement provided:

a) it complements the existing pattern of recreational facilities

b) it is accessible by sustainable transport modes

2) New or replacement sport or recreational facilities elsewhere will only be permitted where

a) the proposal either by itself or together with other existing and proposed recreational facilities does not have an unacceptable impact on landscape character

b) New buildings will only be permitted where the re-use or adaptation of existing buildings is not practical or viable, and they are of a scale appropriate to the location and recreational use.

c) In the case of an ancillary facility it is well-related to the attraction it serves.

3) In all cases, the proposal would not give rise to significant adverse environmental conditions including the impact of air, noise, water quality and light pollution and be detrimental to public safety and the amenities of local residents.

Contributions

4) Where new development generates a need for recreational open space and facilities which cannot be met by existing provision, the developer will be required to either provide for, or to contribute financially to, the provision of recreational open space and/or facilities to meet the need arising from the new development in accordance with the standards set out in the Green Space Strategy, Playing Pitch Strategy or Planning Obligations SPD or successor documents.

Would replace Policies SR.3, SR.4 and SR.5

Other alternatives considered

None. The NPPF expects local authorities to plan positively for the provision and use of shared space, sports venue and other local services to enhance the sustainability of communities and residential environments. The policy approach suggested above seeks to achieve this.

Recreational development proposals affecting waterways

2.287 In Bath and North East Somerset the River Avon and the Kennet and Avon Canal, together with the Chew Valley and Blagdon Lakes, provide important resources for recreational uses. Overland water resources (such as rivers, canals, lakes and reservoirs) form a constituent part of open space as defined by the NPPF and can offer important opportunities for sport and recreation.

2.288 Development proposals need to be carefully controlled to avoid the gradual erosion of the inherent character of the River, Canal and Lakes and their immediate environment. Currently there are a number of 'Waterside Recreational Activity Areas' (WRAAs) safeguarded by existing Local Policy SR.10 which are either within the Green Belt and/or the AONBs.

2.289 Proposals for additional facilities will always need to be considered carefully, particularly in the context of Green Belt, landscape, ecological and recreational policies, as well as taking into account the impact of traffic and parking on these sensitive environmental locations.

2.290 There is a clear link between the contribution these waterways make to the network of Green Infrastructure and as a location for the provision of moorings for boat dwellers which are discussed elsewhere in this document.

Option 1

Continue the existing Local Plan approach by showing the areas listed below on the **Policies Map** and take forward the current policy approach which sets out the circumstances in which recreational development would be acceptable.

EMERGING POLICY APPROACH LCR7

Recreational development associated with the River Avon, Kennet and Avon Canal and Chew Valley Lake in the areas listed below as defined on the Policies Map will only be permitted providing:

1) ***there is an overriding need to be in a waterside location***
2) ***it is compatible with established recreational activities***
3) ***it would not significantly adversely affect landscape or nature conservation interests, or be detrimental to the character or amenity value of the area***
4) ***it would not be detrimental to water quality and supply***

River Avon

1. ***land at Hanham Lock;***
2. ***Kelston Mill, Kelston;***
3. ***land adjoining the southern boundary of Batheaston public car park.***

Kennet and Avon Canal

4. ***area between Canal Terrace and the Tyning Road amenity area, Bathampton;***
5. ***area at Hampton Wharf, Bathampton;***
6. ***area between Claverton Canal Bridge, and The Pumphouse, Claverton including part of Warleigh Island adjacent to the River Avon;***
7. ***land along the former Somerset Coal Canal between Dundas Wharf and Winsley Road, Monkton Combe;***
8. ***land at Dundas Wharf, Monkton Combe.***

Chew Valley Lake

9. ***picnic sites, Walley Lane, Chew Magna;***
10. ***sailing club, Chew Stoke; and***
11. ***Woodford Lodge, Chew Stoke.***

Would replace saved Local Plan Policies SR.10 and SR.11.

Option 2

No longer define these areas and broaden the policy approach to apply to all water-related recreational proposals in water-side locations.

Options 3

Have no dedicated policy and rely on other relevant policies in the Core Strategy and Placemaking Plan for determining planning applications for water-related recreational proposals

Recreational Routes

2.291 The options relating to the emerging policy approach for recreational routes are discussed in the Sustainable Transport section under Public Rights of Way.

Telecommunications development

2.292 Some telecommunications development is permitted development under the GPDO. Telecommunications operators wishing to carry out some types of permitted development will require prior approval on matters relating to the siting and appearance of the development. Existing saved Local Plan Policy ES.7 sets detailed parameters within which development requiring planning permission or prior approval will be permitted

NPPF advises that in preparing a Local Plans, local planning authorities should:

- support the expansion of electronic communications networks, including telecommunications and high speed broadband
- aim to keep the numbers of radio and telecommunications masts and the sites for such installations to a minimum consistent with the efficient operation of the network
- ensure existing masts, buildings and other structures are used, unless the need for a new site has been justified. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate.

2.293 The NPPF also sets out guidance on determining applications for telecommunications development (paras 45 and 46).

Option 1

Take forward a similar detailed policy approach as in Local Plan Policy ES.7, revised to ensure NPPF compliance.

Option 2

Do not include a dedicated telecommunications development policy and rely solely on criteria in paras 45 and 46 of the NPPF

Commercial riding establishments

2.294 The existing Local Plan recognises that the development of commercial riding establishments contribute towards agricultural diversification and make use of or adapt agricultural or other rural buildings. The development of large scale new buildings and car parks to meet demand would clearly be in conflict with the purposes of the Green Belt and schemes can be particularly inappropriate in Areas of Outstanding Natural Beauty and in other areas of landscape importance.

- Saved Local Plan Policy SR.12 sets out details requirements for considering proposals for commercial riding establishments and reflects previous national planning policy advice in PPS7. This stressed the need to ensure that equestrian activities do not have an adverse impact on the appearance of the countryside, including the visual impact of jumps and other equipment, and that horses are well housed and cared for.

2.296 The NPPF no longer provides this bespoke advice. However, Policy SR.12 currently allows proposals for commercial riding establishments provided:

- adequate land within the curtilage of the site to allow for the proper care of the horses,
- adequate site supervision without the need for erection of residential accommodation;
- site is well related to an existing bridleway network
- adequate provision for the storage and disposal of animal waste
- the impact of jumps, fences and other equipment is not detrimental to visual amenity
- no unacceptable adverse impact of ground and soil erosion both on and off site
- no adverse impact upon other recreational uses in the locality
- New buildings only permitted where the scale, siting and design have no adverse environmental impact.

Option 1

Take forward a similar detailed criterion-based approach for considering proposals for Commercial riding establishments set out in Local Plan Policy SR.12.

Option 2

Do not include a dedicated policy for commercial riding establishments and rely on relevant Core Strategy and Placemaking Plan policies, in particular, those relating to safeguarding and enhancing landscape.

Local Food Growing Space

Context



2.297 Local food growing spaces are not only an important leisure resource, but they are recognised locally and nationally for their value as open spaces, especially in urban areas and for their contribution to sustainable development and health objectives including; local food production, physical activity promotion, community cohesion, green infrastructure networks, biodiversity and their potential for educational opportunities.

2.298 Local food growing space includes public, open and/ or residential space used for communal or individual food growing. Local food growing space includes both allotments and informal local food growing space:

- **Allotment gardens** have a statutory definition, and are made of allotment plots.

- **Informal food growing spaces** are not statutory and include community gardens, community orchards, private gardens, green roofs and other shared public and/or open space that can be used for food growing. Unlike allotments informal food growing space may be available on either a permanent or temporary basis, enabling community groups to cultivate land awaiting development on a meanwhile basis.

2.299 There are 42 allotment garden sites across Bath and North East Somerset. The Council is only responsible for the 23 sites in Bath. Elsewhere allotments are managed by other local bodies, such as Parish Councils and social housing organisations.

2.300 Research underpinning the Green Space Strategy clearly demonstrated that there has been a large increase in demand for allotments with nearly every site across the District now full with a waiting list (the Green Space Strategy research is due to be updated in Spring 2015).

2.301 Further provision of allotments and informal food growing space is needed and any loss should be resisted, as once lost, this land is unlikely to be replaced within accessible locations in the urban areas.

Protect Existing Allotments

Aims

2.302 The aims of this policy approach are as follows:

- Protect existing allotments
- Support the delivery of suitable new allotments
- Support the increased provision of informal food growing space

Emerging Preferred Approach

2.303 This policy approach has been informed by consultation with local stakeholders, including the Council's Parks Department and the Bath Allotment Association. The policy refers directly to a number of new documents:

- **B&NES Local Food Strategy (2014)**
- **B&NES Allotment Management & Design Guide** (forthcoming) – which outlines how the Council will manage its allotments, and involve stakeholders and local people in the process. The guide will also inform the process for allotment design and design principles
- **B&NES Allotment Site Selection Criteria** (available in draft alongside this consultation) – outlines the selection criteria used to find potential allotment sites, also to be used to assess on site provision as part of development schemes

2.304 Policy CF.8 supersedes adopted Local Plan policy CF.8 is frequently used by Development Management and therefore it is considered that this policy should be retained and enhanced.

2.305 CF.9 is a new policy to guide the provision of new allotments and community food growing space. This priority has been identified in the Green Infrastructure Strategy and the Local Food Strategy. This policy supports the delivery of the forthcoming Allotment Site Selection Criteria, Allotments Management & Design Guide.

EMERGING POLICY APPROACH LCR8

Development resulting in the loss of land used for allotments (or land evidenced as last used as allotments) will not be permitted, unless:

i) The importance of the development outweighs the value of the site as allotments and suitable, equivalent and accessible alternative provision is made elsewhere within a reasonable catchment area (as defined by the Green Space Strategy) and in line with

CR9; or

ii) The site is allocated for another use in the Placemaking Plan and suitable, equivalent and accessible alternative provision is made in line with CR9.

Any loss of amenity land related to allotments should not compromise the proper function of allotment gardens including access, storage of tools and other communal areas, unless satisfactory mitigation can be delivered.

Existing formal allotments are identified on the Policies Map.

Supersedes saved Local Plan policy CF.8.

Provision of new allotments and community food growing space

EMERGING POLICY APPROACH LCR.9

i) The identification of all new allotments sites must comply with the B&NES Allotments Site Selection Criteria and must;

- ***Be suitable for productive use***
- ***Be accessible to the area they are intended to serve.***
- ***Be suitable for use as allotments through appropriate design (e.g. considering ecology and landscape).***

ii) New allotments must be well designed and managed in line with the B&NES Allotments Management & Design Guide and must have a Site Management Plan.

iii) All major residential development (as defined by the GPDO and purpose built student accommodation) will be expected to incorporate opportunities for informal food growing, wherever possible (e.g. border planting, fruit bushes and trees, window boxes, herb gardens, garden space etc.)

iv) Informal food growing space will be supported in principle including the temporary use of vacant sites for amenity land and informal food growing.

New allotments will be added to the existing allotments shown on the Policies Map.

Supersedes saved Local Plan policy CF.8.

Other alternatives considered:

1) Not including either policy CR8 and CR9
2) Providing less detail in these policies.
3) Referring only to allotments - this is not considered feasible given that there is a need for more flexible community food growing approaches given the pressure on land.
4) A requirement for all major development of 140 dwellings or more should provide allotments on-site in line with the requirements of the current Green Space Strategy, as a priority, ahead of a financial contribution is being considered (in many cases this is already being utilised for example MOD sites and

Somerdale) rather than relying on Green Infrastructure policies more generally to provide for allotments as part of multi-functional green spaces.

5) A requirement for all major development and purpose built student accommodation to provide for allotment provision where they are generating demand (in line with CIL regulations) rather than relying on CIL funding to provide for new allotments.

Sustainable transport

Link with the Core Strategy

Objective 7: *Deliver well connected places accessible by sustainable means of transport*

In conjunction with the Joint Local Transport Plan, the Local Plan will deliver this by:

- locating and designing new development in a way that reduces the need and desire to travel by car and encourages the use of public transport, walking and cycling
- ensuring that development is supported by high quality transport infrastructure which helps to increase the attractiveness of public transport, walking and cycling
- promoting improved access to services especially for rural and more remote areas

Context

2.306 It is important that the need for new development is balanced with minimising traffic congestion and making places more accessible by sustainable modes of transport. This reflects the approach outlined in the Core Strategy which places emphasis on the need to reduce car dependency and promoting sustainable modes of transport. This is key in making places better and healthier.

2.307 One of the core principles of the NPPF is to *'actively manage patterns of growth to make fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.'* This principle will underpin the sustainable transport policies in this Plan.

Policy aims

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

Promoting sustainable travel

2.308 The NPPF recognises the key role transport policies have in facilitating sustainable development and contributing to wider sustainability and health objectives by supporting and promoting sustainable transport modes so that people can choose how they travel. It also acknowledges that different place specific policy solutions and measures may be required.

2.309 The vision for the Joint Local Transport Plan 3 (JLTP3) is to seek an affordable, low carbon, accessible, integrated, efficient and reliable transport network to achieve a more competitive economy and better connected, more active and healthy communities by 2026. This is based around the following key transport objectives:

- Reduce carbon emissions
- Support economic growth
- Promote accessibility

- Contribute to better safety, security and health
- Improve quality of life and a healthy natural environment.

Emerging preferred approach

2.310 The JLTP3 objectives reflect the Government's roles for sustainable development which is to improve conditions for local communities and to widen travel choice. The proposed policy framework below seeks to help achieve this and the policy aims listed above.

EMERGING POLICY APPROACH ST1

In order to ensure delivery of well-connected places accessible by sustainable means of transport, planning permission will be permitted provided the following factors are addressed and therefore schemes should seek, as appropriate, to:

1) reduce the growth and where possible the overall level of traffic and congestion by measures which encourage movement by public transport, bicycle and on foot, including traffic management and assisting the integration of all forms of transport

2) reduce dependency on the private car where possible

3) give priority to pedestrian and cycle movements, and have access to high quality public transport facilities

4) provide and enhance facilities for pedestrians, cyclists and the mobility impaired

5) safeguard, enhance and where possible extend the network of public rights of way and cycle routes

6) reduce the adverse impact of all forms of travel on the natural and built environment

7) ensure development does not prejudice the efficient functioning and acceptable development of the railway network

8) ensure there is access to high quality public transport facilities by improving existing and providing new public transport facilities which would increase the proportion of journeys made by public transport

Would replace saved Local Plan Policies SR.9, T.1, T.3, T.5, T.8, T.7, T.9, and T.10

Sustainable Transport Routes

2.311 Saved Policy T.9 in the adopted B&NES Local Plan currently safeguards former railway land for sustainable transport purposes. Sustrans have carried out a wide ranging review of cycle routes in B&NES and developed a number of cycle routes for Chew Valley, Keynsham, Midsomer Norton, Radstock and Bath and these are contained in a draft report which is currently being considered.

2.312 It is however noted that the following sections of safeguarded former railway land are not included in Sustrans recommended cycle routes.

- Radstock and Midsomer Norton: Footpath south west of Silver Street, Midsomer Norton. (disused rail route)
- Rural areas Central: Whitchurch – Pensford – Clutton – Hallatrow – Farrington Gurney (disused rail route).

Emerging preferred approach

2.313 Whilst further work needs to be undertaken in the context of the Sustrans review, it is considered there is likely to be a reasonable case for continuing to safeguard railway land for sustainable transport purposes. It is the Council's emerging preferred approach to continue to give policy protection to former railway routes. This will include the line of the public transport link from the Newbridge area with Bath city centre serving the Western Riverside Regeneration Area as currently shown on the Policies Map.

EMERGING POLICY APPROACH ST2

Development which prejudices the use former railway land for sustainable transport purposes as shown on the Policies Map will not be permitted.

Would replace saved Local Plan Policy T.7.

Public Rights of Way

2.314 National planning policy promotes the protection and enhancement of public rights of way and access including making links to existing rights of way networks. Bath and North East Somerset has an extensive network of PROW including a number of long distance and circular routes which form an integral part of the overall leisure and recreational provision.

The existing Local Plan seeks to ensure that any publicly accessible routes are not adversely affected by development proposals.

2.315 Currently where a recreational route follows the line of a former railway, its course is protected as a sustainable transport route in the adopted Local Plan and safeguarded on the Policies Map. Any development proposals that affect publicly accessible routes will be expected to maintain and/or incorporate the route within the scheme and, depending on the location, the Council will seek to negotiate the provision of additional linkages between urban areas and the wider countryside, open spaces, the River or Canal and other water based recreational areas.

Option 1

Continue existing approach which seeks to safeguard publicly accessible routes from the adverse effects of development proposals as proposed in the Emerging Policy Approach ST1.

Option 2

Not include a separate policy relating to the protection of publicly accessible routes but broaden the suggested policy approach in Emerging Policy Approach ST2, which safeguards former railway land for sustainable transport purposes, to encompass public tights of way/recreational routes. This would replace saved Local Plan Policy SR.9.

Transport infrastructure

2.316 The Core Strategy highlights the need to carry out transport and access improvements and to secure the necessary capital infrastructure projects to enable the increase in housing numbers and jobs to be delivered. Core Strategy Policy CP13 also requires that new development is supported by the timely delivery of physical infrastructure necessary to support that development.

2.317 The Council inherited a number of highway improvement schemes from Avon County Council. Those which required a substantial land allocation are listed in adopted Local Plan:

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

2.318 The NPPF advises that *Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.*

2.319 There is a commitment to review some of these schemes in the Local Plan including the bypass proposals for Temple Cloud and Whitchurch. This review process not only needs to consider the need/benefits of the relevant scheme, but of critical importance its deliverability.

A37 bypasses at Whitchurch & Clutton/Temple Cloud

Whitchurch

2.320 The safeguarded route of the A37 bypass at Whitchurch shown on the B&NES Local Plan Proposals Map needs to be deleted as the land is currently being developed for housing (planning permission granted on appeal with the Inspector not convinced that the Council could demonstrate funding for or delivery of the bypass).

Clutton/Temple Cloud

2.321 The need for and benefits of this bypass in taking traffic currently travelling along the A37 out of the village is likely to still exist. However, further assessment would be needed to confirm this and quantify the benefits if the route is to continue to be safeguarded through the Placemaking Plan.

2.322 With regard to its delivery the Greater Bristol Strategic Transport Study in 2006 which reviewed all the proposals in the Local Plan concluded that the Clutton/Temple Cloud Bypass was a local scheme rather than a strategic scheme and consequently it was not recommended as part of the West of England transport strategy. There is no prospect of devolved major scheme funding being allocated to this project in the foreseeable future. As such delivery cannot be demonstrated.

Emerging preferred approach

2.323 As the scheme is not deliverable it is recommended that the preferred approach is to delete the safeguarded route from the Policies Map and not include it in the Placemaking Plan. There is a need to consider whether alternative transport management measures can be progressed to reduce the impact of through traffic and to discuss these with the local community.

Lower Bristol Road Widening

2.324 The Local Plan currently safeguards land for the widening of Lower Bristol Road in Bath.

Emerging preferred approach

2.325 It is intended to retain the safeguarded widening of Lower Bristol Road between Fieldings Road - Windsor Bridge Road and Midland Bridge Road - Churchill Bridge as well as the protected line of the former railway line between Windsor Bridge Road and James St West. This is to provide for future bus priority, cycle and pedestrian facilities.

Development of transport infrastructure

2.326 As with other development well planned design solutions are paramount in the design of transport infrastructure proposals. Core Strategy Policy CP6(1) seeks high quality and inclusive design of schemes, including transport infrastructure, which reinforces and contributes to its specific local context, creating attractive, inspiring and safe place.

2.327 If badly designed or insensitively implemented even a small junction improvement can be as damaging to the character and appearance of an area as a much larger scheme. The Council aims to give as much attention as possible to the details of both public and private proposals including matters such as signs, materials and visibility splays. There will also be a rigorous assessment of the need for the scheme.

Preferred policy approach

2.328 Provide more detailed policy guidance in the Placemaking Plan to ensure that transport infrastructure is designed to the highest standards possible.

EMERGING POLICY APPROACH ST3

Within the context of Core Strategy Policy CP6(1) the development of transport infrastructure will only be permitted provided it can be demonstrated that the following principles have been addressed:

1) ***The visual and functional impact of the scheme and any associated surface treatment, street furniture, signing, road markings and lighting upon the character of the area***
2) ***The impact of noise and other forms of pollution on surrounding land uses from traffic likely to be generated by the proposal is minimised***
3) ***The need in the case of proposals affecting designated including the World Heritage Site, Areas of Outstanding Natural Beauty and Sites of Special Scientific Interest to thoroughly consider alternatives***

4) The needs of pedestrians including those with impaired mobility, cyclists and horseriders

5) The need for provision in appropriate cases of street furniture which aids security of premises without adversely affecting pedestrian circulation

6) The environmental benefits that may be gained through implementation of the scheme and any additional traffic management or calming measures that may be needed to maximise those benefits

7) The effect upon the quality, patronage and efficiency of public transport operations

8) The effect upon the response time of emergency services

9) The acceptable provision for the transportation of materials to and from the site or disposal of spoil during construction

Will replace saved Local Plan Policy T.16

Other alternatives considered

Rely on the high level aspiration of Core Strategy Policy CP6(1) which would not provide a sufficient level of detail and guidance for the developer.

Rail freight facility Westmoreland Station Road, Bath

2.329 The NPPF discusses the provision of viable infrastructure necessary to support sustainable development including rail freight interchanges. The railhead at Westmoreland Station Road, Bath is used by B&NES to transfer and transport compacted waste. It forms a key part of the district's waste management infrastructure (B&NES Waste Strategy) and is currently safeguarded in the existing Local Plan.

Emerging preferred approach

Continue to safeguard the railhead at Westmoreland Station Road.

EMERGING POLICY APPROACH ST4

Land at Westmoreland Station Road, Bath as defined on the Policies Map will be safeguarded as a rail freight facility and interchange.

Will replaces saved Local Plan Policy T.10

Other alternatives considered

None. It is important that this railhead remains safeguarded as a freight interchange.

Rail Station at Saltford

2.330 The opportunity for re-opening a station at Saltford has arisen from work undertaken by the West of England on the MetroWest Project. The Cabinet at its meeting on 13th June 2012 agreed a budget of £100,000 to undertake High Level Option Assessment of the business case to reopen Saltford Station. This will provide an additional train service between Bath and Bristol each hour (in

each direction) and the potential for an additional station as well. It is only recently that Network Rail has confirmed that a new station at Saltford could be accommodated.

2.331 A public consultation on the three potential options for the proposed station has recently been completed and the results will be considered by Cabinet before deciding to progress to the next stage of Network Rail's GRIP process. No timetable has currently been set for the project, however progress is dependent on the successful completion of Phase 1 of the MetroWest project which is due for completion in 2019.

2.332 The next step will be to consider and identify a preferred option/site for the new station, which will require an estimated 200 parking spaces in order to be viable. If this process is completed in time the preferred site could be allocated in the Placemaking Plan. However, it may need to be addressed through a future Local Plan review.

Managing Traffic

2.333 The Core Strategy highlights that 'improvements to parts of the District's historic settlements will become possible by reducing the volume of traffic using historic streets and spaces.' It supports the management of the highway network, particularly in local centres, residential areas, places of higher pedestrian footfall and/or areas of historic significance. This also helps with the creation of high quality public realm and better places, and is an approach is reflected in the Council's Public Realm and Movement Strategy.

Emerging preferred approach

2.334 Continue to include a policy which provides specific guidance for traffic management proposals not provided through the NPPF. This proposed policy framework is more flexibly worded than the current saved Local Plan policies relating to traffic management. These are far more detailed and prescriptive as well as being area specific. The proposed approach sets the high level principles within which more tailored traffic management schemes may be devised.

EMERGING POLICY APPROACH ST5

Traffic management proposals for the centres of Bath, Keynsham and Norton-Radstock will be expected to:

1) ***discourage through traffic and other unnecessary motorised vehicles from the main shopping streets***
2) ***enhance vitality and viability***
3) ***secure improvements for pedestrians, cyclists and the mobility impaired***
4) ***facilitate the improvement of public transport integration***
5) ***ensure the needs of all road users are taken into account and the servicing needs of commercial, cultural, recreational and residential activities are met***

Traffic Management schemes in residential areas should aim to reduce the amount and speed of traffic and to discourage through traffic from using unsuitable routes.

Will replaces saved Local Plan Policies T.13, T.14, T.15

Other alternatives considered

1) Don't include a traffic management policy and rely on other transport policies in the placemaking Plan to achieve good design.
2) Include more detailed area specific traffic management policies as currently used in the existing Local Plan.

Park & Ride

2.335 The Council proposes to expand the provision of Park and Ride facilities. In addition to the proposed East of Bath Park and Ride site, initial investigations suggest that existing Park and Ride sites are likely to need further expansion to accommodate the growth generated by the Enterprise Area beyond that already being implemented through the Bath Transport Package at Newbridge and committed at Odd Down and Lansdown.

2.336 In the absence of any firm proposals and in the event that a scheme may come forward within the Plan period all proposals should be thoroughly evaluated before approved to ensure the most sustainable locations are selected and all relevant impact are properly assessed. Any proposals for development within the Green Belt will have to comply with national Green Belt policy. The NPPF states that local transport infrastructure which can demonstrate a requirement for a Green Belt location is not inappropriate in Green Belt provided it preserves the openness of the Green Belt and does not conflict with the purposes of including land in Green Belt.

Emerging preferred approach

2.337 Include a criterion based policy with which to assess Park and Ride schemes. It is proposed that the following criteria will be used to guide the identification of the East of Bath Park and Ride site to ensure a consistency of approach.

EMERGING POLICY APPROACH ST6

1) Development of new or expansion of existing Park and Ride sites will be permitted providing:

- ***a) no unacceptable impact on environmental assets and amenity including the World Heritage Site and its setting and the Cotswolds AONB***
- ***b) no unacceptable impact on surrounding road network and its capacity to safely accommodate potential traffic generation***
- ***c) provision is made for the needs of those with impaired mobility and for the safety and security of all users***

2) In the case of Park and Ride development in the Green Belt, in addition to satisfying criterion 1), it can as necessary be demonstrated that there are not any more suitable or more sustainable alternative sites outside the Green Belt and very special circumstances can be demonstrated that outweigh harm to the openness of the Green Belt by reasons of inappropriateness and do not conflict with the purposes of including land in it.

3) Applicants will also be required to demonstrate that the scheme complies with all other relevant national and local planning policies that affect the site and its location.

Would replace saved Local Plan Policies T.22 and GB.1A

Other alternatives considered

1) Rely on national planning policy guidance which does not give a sufficient level of guidance for the consideration of Park and Ride schemes.

2) Rely on other Core Strategy and emerging Placemaking Plan policies. This approach also does not give clear enough guidance for the consideration of Park and Ride schemes.

Coach parking

2.338 One of the measures identified in the draft Transport Strategy for Bath to help reduce the impact of vehicles in Bath is to find a new location for coaches to park once they have dropped visitors off in the city centre. Options for finding a solution for this are discussed in the **Bath section** of this document.

Transport, access and development management

2.339 Currently developers are required to submit sufficient information to enable the Council to assess these matters and to demonstrate that any traffic reduction targets or initiatives aimed at promoting public transport, cycling and walking set out in the Local Transport Plan will not be jeopardised by their proposals.

2.340 National planning policy requires that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

1) the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;

2) safe and suitable access to the site can be achieved for all people; and

3) improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.341 Developments should also make a positive contribution towards the achievement of the Council's traffic reduction targets. This can be achieved through, for example:

- development being located and designed in such a way that discourages car use and encourages travel by other modes.
- occupier(s) of the development seeking to secure changes in the travel behaviour of employees, clients or other visitors by drawing up a workplace or school travel plan to be submitted to the Council for approval very often as a Planning Obligation. These Plans do not have to be

associated with development and can be phased to take account of planned improvements in public transport for example.

- developers of smaller scale residential schemes providing 'Welcome Packs' to encourage occupants to travel sustainably
- development making a financial contribution towards the implementation of the Council's various access strategies. Such contributions will be tailored as far as possible according to the nature and location of the development.

2.342 More detailed information on travel plans, transport assessments and statements in decision-taking can be found in the national planning policy guidance and the DfT document entitled 'Guidance on Transport Assessment' should be referred to when making a planning application.

Emerging preferred approach

2.343 To continue the current approach to considering the requirements and implications of development for the highway, transport systems and their users as set out in the existing Local Plan tailored to reflect national planning policy guidance. This policy approach has worked well to date and will ensure the direct and indirect impacts of schemes are properly assessed.

EMERGING POLICY APPROACH ST7

Development will be permitted if, as appropriate, it provides:

1) a high standard of highway safety

2) safe and convenient access for pedestrians, cyclists and with a mobility impairment;

3) safe access to and within the site for cyclists and the provision of cycle parking/storage facilities

4) facilities for charging plug-in and other ultra-low emission vehicles

5) facilities for public transport

6) adequate vehicular access

7) no introduction of traffic of excessive volume, size or weight onto an unsuitable road system or into an environmentally sensitive area

8) no increase in on-street parking in the vicinity of the site which would affect highway safety and/or residential amenity

9) provision is made for any improvements to the transport system which are required to render the development proposal acceptable

Transport assessments/statements

10) Planning applications for development that generate significant levels of movement should be accompanied by a transport assessment or transport statement in accordance with national planning policy guidance and DfT 'Guidance on Transport Assessment'

Parking:

11) An appropriate level of on-site servicing and parking is provided having regard to the parking standards* and cycle parking and any additional standards which may be adopted by the

Council including those for drivers with disabilities or mobility impairment.

***** *The level of on-site servicing and parking required will be dependent on the outcome of the consultation on the options set out below. Once an agreed approach is established, this will be referred to in the policy above.*

Parking Standards

2.344 The existing Local Plan currently requires that an appropriate level of on-site servicing and parking is provided having regard to the parking standards set out in the schedules attached to this policy. The Local Plan currently sets out the maximum car parking standards required for new development proposals to accord with previous national planning policy in PPG13 (Transport) with the intention of promoting more sustainable transport choices and the efficient use of land.

2.345 The NPPF has since adopted a more flexible approach to parking by referring to both residential and non-residential development, leaving it to local authorities to decide whether there is a need for parking standards by advising:

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.*

2.346 The current Local Plan policy will allow development if an appropriate level of parking is provided having regard to the parking standards, thus providing a basis for negotiation. This approach is still appropriate; although the parking standards currently defined need to be reviewed (see below).

Non-Residential Parking

2.347 It is generally acknowledged that employees, driving to work and enjoying free parking at their workplace, account for a significant proportion of peak hour congestion. Therefore an important contribution to reducing traffic growth and congestion can be made by local authorities using their development control powers to limit the amount of parking associated with new business premises.

2.348 There are distinct differences between the characteristics of cities compared with free standing rural towns/villages, in particular in relation to opportunities for using alternative modes to the private car and the capacity of the road system. As a result, consideration needs to be given to applying different maximum parking standards to city and rural situations.

Emerging Preferred Policy Approach

2.349 Based on reducing existing levels of employees driving to work in line with expectations of the Getting Around Bath Transport Strategy and likely opportunities to transfer to alternative modes (including Park and Ride), targets for employees driving to work will need to be set for development

within the Bath Riverside Enterprise Area and reflected in the maximum parking standards set particularly for B1 Office uses. The same parking standards would need to be applied to other city centre locations within a defined zone so as not to encourage office development outside the EA.

2.350 Outside the city centre zone and in rural towns/villages, no changes are anticipated to existing non-residential maximum parking standards.

2.351 As a result the Placemaking Plan would establish locationally differentiated parking standards. Setting of maximum parking standards for employment uses (and stricter standards for city centre locations) accords with Getting Around: Transport Strategy for Bath. Evidence suggests this strategy, together with the expansion of Park &Ride facilities, emphasis on public transport, walking and cycling, use of travel plans etc. has proved successful.

2.352 If a development is expected to generate a higher level of car usage than can be accommodated by the maximum parking standards, the applicant should submit a travel plan that incorporates complementary measures designed to reduce the need for parking and encourage users to travel by modes of transport other than car to access the site.

Residential Parking

2.353 The B&NES Local Plan currently sets out a District-wide maximum parking standard for residential development for different types of dwelling. This was prepared in the context of PPS3 and PPG13. These government policy documents have been replaced by the NPPF which outlines the factors local authorities should take into account in setting local parking standards (see above).

2.354 In January 2011 the Coalition Government announced its intention 'to end the war on motorists'. One of the elements of this announcement was the removal of national limits on residential parking. Local authorities are still required to set parking standards for the areas, but should do so having regard for local circumstances and without trying to control car ownership. Many problems found in recent developments elsewhere in the country have been caused by avoidable constraints on street space and parking layouts, resulting in ad hoc parking in wholly inappropriate places. The need to promote sustainable transport outcomes is not affected.

2.355 'Residential Car Parking Research', a report published by the Communities and Local Government (CLG), sets out a method for calculating total demand for parking for a proposed housing development based on a number of factors including:

- Car ownership levels
- Size and type of housing (that is owner-occupied, rented and so on)
- Whether the parking spaces are to be allocated to particular houses or unallocated

2.356 It is proposed that this methodology will be normally applied for all housing developments throughout the district – see policy approach options below.

2.357 It should also be noted that for housing development within Resident Parking Zones the Council operates a policy of not allowing residents to have more permits than the premises would normally be entitled to. This means the Council has more control over the parking impacts of development within these zones.

Options

There are two policy approach options:

1) Define and set out in a schedule residential car parking standards differentiated by type of housing and location – these parking standards would form the basis for negotiation on parking provision.
2) Not define residential parking standards and determine/negotiate the appropriate level of car parking on an individual scheme basis using the factors set out above. This is a flexible approach which is in the spirit of government policy and developers/applicants are already being encouraged to undertake this process. This is the emerging preferred approach.

Both of the above approaches rely upon making provision for some on-street parking e.g. through provision of parking bays/wider streets.

Minimum Parking Space Sizes

Emerging preferred approach

2.358 A new parking standard to specify the minimum parking space size to encourage their use is being developed for inclusion in the Draft Plan. A single garage needs to be big enough for additional storage and garage doors need to be wide enough for modern vehicles. Vehicles also need to be able to manoeuvre easily into the space.

Other vehicle parking standards

2.359 The existing Local Plan also sets out schedules for the following:

- Provision for people with disabilities
- Motorcycle parking

2.360 The Council has not encountered any issues in applying these standards and therefore still consider them fit for purpose.

Emerging preferred approach

2.361 Retain both schedules listed above but update and/or delete any obsolete references as necessary.

2.362 The options relating to **cycle parking standards** are discussed under emerging policy approach for cycle storage in the Sustainable Construction & Renewable Energy section.

Airport and Aerodrome Safeguarding Areas

2.363 Circular 1/2003 'Safeguarding, Aerodromes, Technical Sites and Explosive Storage Areas' requires that Local Plans should include a policy stating that officially safeguarded areas have been established for a particular airport. It also states that the outer boundary of safeguarded areas should be indicated on the Policies Map and made clear that why an area has been safeguarded and that it is neither the responsibility nor the proposal of the local planning authority.

2.364 Bristol International Airport at Lulsgate lies close to the western boundary of the District and is listed as an officially safeguarded civil aerodrome. Parts of the District are covered by the Safeguarding Areas for this airport, Filton aerodrome to the north of Bristol, and Colerne, a military aerodrome in North Wiltshire. Air installations that are protected in this way are selected on the basis of their importance to the national air transport system or national defence.

2.365 Under the terms of the Circular certain planning applications will be the subject of consultation with the aerodrome operator. For instance land uses or tall structures that would prejudice air safety or the ability of the installation to maintain either existing or acceptable increased level of activity will not be permitted within these areas. This includes uses which might increase the risk of collision between aircraft and birds.

2.366 This approach is reflected in the existing Local Plan through saved Policy T.23 which states that within the airport/aerodrome safeguarding areas as defined by the Civil Aviation Authority (CAA) development will not be permitted which would prejudice air safety or the optimum use of the facility.

Emerging preferred approach

2.367 Continue the current approach and show the outer boundary of the safeguarded areas on the Policies Map as required under Circular 1/2003.

EMERGING POLICY APPROACH ST8

Any development that would prejudice air safety or adversely affect the operational integrity of an aerodrome or airport by virtue of the height, or detailed design of buildings or development or likely to create a bird strike hazard will not be permitted.

Certain applications for development will be the subject of consultation with the operator of the aerodrome in accordance with Circular 1/2003 'Safeguarding, Aerodromes, Technical Sites and Explosive Storage Areas'.

Would replace saved Local Plan Policy T.23

Other alternatives considered.

None. Circular 1/2003 requires that this issue is covered in a Local Plan.

Sustainable Construction & Renewable Energy

Links with the Core Strategy
Key Policy – *CP1 Retrofitting, CP2 Sustainable Construction, CP3 Renewable Energy & CP4 District Heating*
Strategic objectives
Cross-cutting objective: Pursue a low carbon and sustainable future in a changing
Plan for development that promotes health and wellbeing

Context

2.368 Bath and North East Somerset Council aims for the District to become an exemplar in reducing the wider area's contribution to addressing climate change and reducing its vulnerability to the local and global impacts of a changing climate. In doing so, opportunities will be created for low carbon economic growth, greater health and wellbeing and a flourishing natural environment. This will enable the Council to play its part in helping the UK meet the legally binding target in the Climate Change Act 2008, which requires a cut in national carbon emissions of 80% by 2050. Climate change and environmental sustainability objectives are also enshrined in highest level of local policy, as follows:

- Core Strategy: Tackling climate change is the cross-cutting objective of the Core Strategy, and the Climate Change Core Policies 1-4 CP set out a range of ways in which this will be delivered through spatial planning
- Health & Wellbeing Strategy: The Healthy & Sustainable Places theme outlines an approach to improving health and wellbeing through measures that also improve environmental sustainability
- Economic Strategy: Contains Sustainability as a cross-cutting objective and actions within the Sustainable, Connected Communities theme will facilitate the transition to a low carbon economy
- Council's Vision and Values: Sets the aim that the District will have "Unique places and beautiful surroundings…which are building for a greener/ low carbon future"
- The Environmental Sustainability & Climate Change Strategy: Sets the target of a 45% reduction in the area's CO2 emissions by 2026, in line with national climate change targets.

2.369 Within the Placemaking Plan there is an opportunity to build on the planning policies contained within the Core Strategy, to further support and promote sustainable construction and design and facilitate the delivery of renewable energy schemes in the district.

2.370 There is a solid base in the Adopted B&NES Core Strategy, which includes policies CP1 on Retrofitting, CP2 Sustainable Construction, CP3 Renewable Energy and CP4 District Heating. However, during the course of the examination there was a change in national policy position which resulted in certain sustainability policies being removed at a late stage by the Planning Inspector. As part of the national Housing Standards Review process certain policies were no longer deemed compliant with the new national policy approach.

2.371 Through the Placemaking Plan there is an opportunity to re-visit the approach to sustainable construction with policies that are in line with the new national approach. In addition, further policy detail on renewable energy is included to assist with the consideration of stand-alone renewable energy schemes.

2.372 B&NES Council has an adopted *Sustainable Construction & Retrofitting Supplementary Planning Document* and an *Energy Efficiency & Renewable Energy Guidance for Listed Buildings and Undesignated*

Historic Buildings, which provides detailed guidance – this guidance is aimed at householders and small scale developers.

2.373 B&NES Council has also worked with Regen SW to prepare *Informal Guidance on renewables in the Green Belt* – the Placemaking Plan policies aim to reflect this position in policy.

2.374 The following policies supplement the existing Core Strategy policies. In addition, saved Local Plan policy ES.2 Energy Efficiency is also superseded by these new policies.

2.375 The Council has also developed a significant evidence base on these issues to underpin the policy approaches. Documents can be found in the evidence base.

Policy context

2.376 The NPPF states that local planning authorities should adopt proactive strategies that:

- Encourage the use of renewable energy (para. 17)
- Recognise that "very special circumstances" will need to be demonstrated to justify renewable energy development in the Green Belt, on a case by case basis (para. 91)
- Provide greater resilience to the impacts of climate change and support the delivery of renewable and low carbon energy and associated infrastructure (para 93)
- Mitigate and adapt to climate change (para 94)
- When setting any local requirements for a buildings sustainability do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally prescribed standards (para 95)
- Design policies to maximise renewable and low carbon energy development, while ensuring that adverse impacts are addressed (para 97)
- Consider suitable areas for renewable and low carbon development (para. 97)
- Support community led renewable energy and low carbon development, including through Neighbourhood Plans (para 97)
- Identify opportunities and support the provision of decentralised energy (para 97)

2.377 In addition, the National Planning Guidance states that Local Planning Authorities may wish to establish policies which give positive weight to renewable and low carbon energy initiatives which have clear evidence of local community involvement and leadership.

2.378 The Government's Community Energy Strategy, also states that:

- Government wants to see all authorities showing leadership to help deliver community energy projects (para 76)
- Government urges all local authorities to fully explore partnership and investment opportunities for community energy in their local area (para 80)
- The Secretary of State has written to all local authority Leaders in England calling for more recognition of the positive benefits that community energy can provide, and a step-change in the support offered to projects.

Policy aims

2.379 The following Placemaking Plan policies aim to add to existing policies, and to specifically:

- Facilitate energy efficiency improvements in existing dwellings
- Facilitate sustainable construction in major commercial development
- Reinforce the local position on allowable solutions

- Provide more detailed development management policies in relation to free standing renewables
- Support community led renewable energy and low carbon development
- Introduce site specific renewable energy requirements for allocated sites – that are viable and feasible
- Reintroduce specific low cost sustainability requirements previously contained within the Code for Sustainable Homes policy specifically:
  - Cycle parking
  - Water standards
  - Rainwater harvesting

Energy Efficiency in existing dwellings

2.380 This policy aims to support basic energy saving measures to be considered and implemented when householder development takes place – in line with an innovative approach being taken elsewhere in the country. This policy will contribute to CO2 savings in the domestic sector which constitutes the largest portion of the B&NES carbon footprint at around 45% of total emissions. Recommended measures will be low cost for applicants – in all cases the measures listed will reduce energy bills for residents and the measures will pay for themselves.

2.381 In this way, the extra energy that is used and carbon dioxide that is produced by the extension is compensated for by improvements elsewhere. As well as benefiting the environment, this requirement reduces energy bills and improves comfort. Undertaking these measures at the time an extension is carried out can also save money on their installation.

2.382 A Sustainable Construction Checklist is already required with all planning applications, which will be used to identify simple energy efficiency measures that can be undertaken. Reasonable measures may then be included as conditions in any planning permission/listed building consents which are granted.

2.383 In addition, the Council has dedicated resources to assist applicants, provide free advice and provide information on grants via its **Energy @ Home** project, information on these services will be made available to householders.

EMERGING POLICY APPROACH SCR1

In line with Core Strategy policy CP.1, where a householder extension requires planning permission, the Council will require simple, low cost energy efficiency measures to be carried out on the existing dwelling if possible and practical. These measures could include upgrading loft insulation, insulating cavity walls, and improving draft proofing, improving heating controls and installing low energy lighting – all measures that will "payback" in a short time.

Exceptions will be considered in specific circumstances where there are barriers to installation which cannot be resolved.

Supplements Core Strategy Policy CP1 Retrofitting.

Other alternatives considered

1) Many householder developments are now permitted development, however this policy is still considered to be worthwhile and where it exists elsewhere has led to significant carbon savings. A similar approach has been effectively implemented by the Borough of Uttlesford, which has saved an estimated 398,000 kg CO2 per year.
2) The only alternative is to not include this policy.

Energy Efficiency in non-domestic dwellings

2.384 Non-domestic buildings can be constructed to have a very low impact on the environment and climate and building occupants are increasingly coming to expect low energy bills and build these costs into their decision making when selecting business premises. Low carbon construction is exemplified by Bath and North East Somerset Council's new office building in Keynsham town centre, which has been designed to meet a Display Energy Certificate "A" rating in use, and was constructed at a cost equivalent to meeting minimum building regulations.

2.385 The NPPF states that any energy efficiency requirement for buildings must use a nationally-described standard. There are three nationally described standards for energy efficiency in non-domestic buildings:

1) BREEAM: Assessed based on a model of the building's "regulated" energy use only, and is certified at the design and post-construction. BREEAM also assesses a range of other sustainability factors in a building, including water use, materials etc.

- Energy Performance Certificates (EPCs: Assess the building's modelled regulated emissions and can be produced at the design and post-construction stage.

- Display Energy Certificates (DECs): Based on an assessment of actual energy consumption of the building in use, so includes "unregulated emissions" e.g. from appliances.

2.386 This policy provides developers with the choice of demonstrating sustainable construction by certification through either standard, giving flexibility depending on the type and ownership of the building.

EMERGING POLICY APPROACH SCR2

All major non-domestic development [as defined by the GPDO) must achieve either BREEAM Excellent or a Display Energy Certificate Level "A".

Supplements Core Strategy policy CP2 Sustainable Construction.

Other alternatives considered

1) One alternative would have been to simply set a standard for BREEAM, which is the most common approach nationwide. However in some situations, the option to meet a DEC standard could result in greater energy efficiency with a lower certification cost, as was the case with the Council's own office building in Keynsham.

2) The other alternative is to not include this policy however this would not be in line with the objective of tackling climate change.

3) Another option is to include DEC 'B' as a requirement, as this may be less onerous to achieve for many building types

Allowable Solutions

2.387 To meet the Council's climate change targets, we encourage developers to employ sustainable construction methods to build low carbon dwellings that meet the Zero Carbon requirement which is expected to come into force in 2016.

2.388 Where compliance with this requirement is not possible on site, developers will be required to deliver energy savings through use of their Allowable Solutions funds.

2.389 In order to mitigate emissions in the local area in which they are generated, the Council will encourage developers to use Allowable Solutions funds to support the Council's range of projects that can be funded through Allowable Solutions, providing verifiable carbon emissions savings whilst also bringing local social benefits such as tackling fuel poverty and providing energy security to local residents. A partnership approach can be sought that can also increase the profile of the developer locally.

EMERGING POLICY APPROACH SCR3

As far as possible within national policy constraints, allowable solutions which are implemented within Bath & North East Somerset will be facilitated by the Local Planning Authority, in order to meet the national zero carbon requirements for dwellings from 2016.

Supplements Core Strategy policy CP1 Retrofitting.

Other alternatives considered

1) This policy has been identified as a preferred option, following advice from the Centre for Sustainable Energy. However, this is subject to further detail in relation to implementation and may need to be adjusted to meet the emerging national position (it may be superseded when the national policy is clarified).
2) The alternative is to not include this policy.

On-site renewable energy requirement

2.390 In order to support the delivery of Core Strategy policy CP3, it is expected that allocated sites will provide renewable energy on site or in the locality to reduce the anticipated energy use in buildings by at least 20%. Evidence has been produced by Regen SW to support this policy and this can be found in the evidence base.

2.391 The Housing Standards Review does not propose to amend the Energy Act (2008) in relation to excluding this policy approach – a position also supported by the latest Ministerial Statements and the technical consultation on the Housing Standards review.

EMERGING POLICY APPROACH SCR4

For all allocated sites, development will be expected to provide sufficient renewable energy generation to reduce carbon dioxide emissions from expected energy use in the buildings by at least 20%.

Third party delivery options will be expected to have been considered and in exceptional circumstances Allowable Solutions may be utilised.

Supplements Core Strategy policy CP3 Renewable Energy.

Other alternatives considered

1) Include a less stringent policy (for example 10% as per existing Bath Western Riverside site requirements established in 2008), however, delivery is becoming easier over time as building regulations on energy efficiency are improved so a 20% requirement is not seen to be an onerous requirement (this percentage is also supported by site specific evidence base)
2) Include a more stringent policy (20%+), while could be supported based on the evidence for a number of sites a single target is preferable
3) Not include the policy



Domestic Scale Solar Energy

2.392 In many cases roof mounted solar panels are now permitted development (the Council's permitted development checklist for retrofit provides further detail). However, where planning permission is required, solar arrays should be designed to complement the aesthetic of the host building. Consideration of character should inform design choices in line with the proposed policy.

2.393 Designing solar arrays as a complementary part of a building can enable the PV arrays to complement the aesthetic of a building or development and need not compromise the character of protected areas such as the World Heritage Site and Conservation Areas. When designing building-mounted solar arrays, consideration should be aesthetics and character in design choices in line with the proposed policy.

EMERGING POLICY APPROACH SCR5

Where planning permission is required, the following issues should be considered for domestic scale solar:

- ***monochrome, non-reflective photovoltaic materials should be used to complement the existing roof material***
- ***A regular, rhythmic pattern for multiple arrays should be facilitated wherever possible***
- ***Installation on outbuildings or ground mounted PV will also be supported***
- ***Innovative use of solar energy materials will be supported.***

In all development, particularly new build dwellings which incorporates solar energy, the photovoltaic materials should be considered as part of the overall scheme design.

Supplements Core Strategy policy CP3 Renewable Energy.

Other alternatives considered

1) This policy is supported by guidance within the Sustainable Construction and Retrofitting SPD, however, including this as a specific development management policy is supported. Although in many cases domestic solar is permitted development, it is still considered worthwhile to include this policy.
2) The alternative is to not include this policy, but to rely on national policy and the SPD.

Ground Mounted Solar Arrays

2.394 Ground mounted solar arrays (also known as solar farms/solar fields) can make a significant contribution to our renewable energy target in Core Policy CP3; the Council is currently in the process of updating its evidence base in relation to the potential for solar arrays.

2.395 Given the rural nature of the district, and the opportunities for ground mounted solar arrays to contribute significantly towards the district wide renewable energy target in CP3, and to facilitate Green Infrastructure and biodiversity gains this policy is considered necessary (e.g. provisions for wildlife and inclusion of permissive paths).

2.396 In simple terms, a 1MW ground mounted solar array can produce the same amount of power as 500 2KW domestic arrays.

2.397 In addition, ground-mounted solar arrays can provide benefits to biodiversity and soils by providing an undisturbed area that can host a rich variety of species and rest ore soil nutrients. Solar arrays can also retain agricultural uses such as sheep grazing.

2.398 Where ground mounted arrays are proposed in the Green Belt, please refer also the policy SCR.6.

2.399 Ground mounted solar arrays will be assessed for compliance with the criteria summarised in the table below and set out in detail in the BRE National Solar Centre "Biodiversity Guidance for Solar Developments[5]" and the Solar Trade Associations 10 best practice commitments (2014), and successor guidance.

EMERGING POLICY APPROACH SCR6

In addition to the policy considerations of CP3, Planning applications for ground mounted solar arrays which follow best practice (e.g. BRE National Solar Centre guidance and the Solar Trade Association

[5] http://www.bre.co.uk/nsc/page.jsp?id=3202

best practice commitments, or successor guidance), and address the following issues will be supported in principle:

- ***Focused on non-agricultural land or land of lower agricultural quality***
- ***Sensitive to nationally and locally protected landscapes and nature conservation areas, and take opportunities to enhance the ecological value of the land. To this end, the application should be supported by a Biodiversity Management Plan, which reflects the BRE National Solar Centre "Biodiversity Guidance for Solar Developments" (or successor guidance)***
- ***Seeking to minimise visual impact where possible and maintain appropriate screening throughout the lifetime of the project (managed through a land management and/or ecology plan)***
- ***Engaging at a pre-application stage with the community***
- ***Supportive of land diversification and continued agricultural use, biodiversity measures and supporting the provision of multi-functional Green Infrastructure e.g. permissive paths and wildlife corridors***
- ***Used as an educational opportunity where appropriate***
- ***Returning land to its former use at the end of a project***

Supplements Core Strategy policy CP1 Retrofitting.

Other alternatives considered

1) The allocation of sites for solar energy was considered, however, this was not considered necessary to bring forward renewable energy proposals. In addition, the level of detail required to allocate sites for solar energy use is not currently available. In terms of delivery it is considered more appropriate for renewable energy schemes to come forward and be addressed on their own merit, utilising some of the detailed information prepared by the Council (e.g. Landscape and Visual Impact etc.).
2) A specific policy on large scale wind energy generation was considered, in addition to this solar array policy, but given the significant level of national policy on this issue, Regen SW has advised that a local policy is likely to be superseded by emerging national guidance
3) The alternative is to not include this policy.

Community Led Renewable Energy & Community Involvement

2.400 Core Policy CP3 of the adopted Core Strategy states that a criterion for the assessment of renewable energy proposals will be their contribution to significant "community benefits", this refers generally as community led renewable energy schemes and community involvement. In addition policy SCR5, will be applied where the scheme is a solar array.

2.401 The phrase "community benefit" in relation to renewable energy, is now used by the Government (e.g. in the DECC Community Benefits and Engagement Guidance for Onshore Wind, 2014) to specifically refer to mean the voluntary provision of a payment (financial or in kind) to the host community. Such financial community benefits can rarely be material considerations and therefore should not be taken into account by local planning authorities.

2.402 Policy SCR6 aims to support the delivery of community renewable energy schemes and the broader community involvement that they bring. This is in line with the approach set out in the Department of Energy & Climate Change's Community Energy Strategy, which states that

"Putting communities in control of the energy they use can have wider benefits such as building stronger communities, creating local jobs, improving health and supporting local economic growth"[6].

EMERGING POLICY APPROACH SCR7

The positive benefits of a community energy schemes will be a factor in assessing renewable energy development proposals.

The preference is for schemes that are led by and directly meet the needs of local communities, in line with the hierarchy and project attributes below:

Community Led Energy:

- ***Project part or fully owned by a local community group or social enterprise***
- ***Local community members have a governance stake in the project or organisation e.g. with voting rights***

In the case of renewable energy proposals within the Green Belt, where renewable energy is often considered Inappropriate development, community benefit will be a material consideration when evaluating whether a scheme demonstrates Very Special Circumstances needed. The following factors will be considered:

- ***The contribution to achieving the targets set out in Policy CP3 of the Core Strategy to increase the level of renewable electricity and heat generation in the district***
- ***The contribution that will be made to local and national renewable energy and carbon reduction targets***
- ***Social and economic benefits. For example, local job creation opportunities; raising the quality of life in rural areas through diversification of agricultural land and generating an alternative income for farmers***
- ***The temporary nature of the renewable energy development and the ability to restore land to its original condition at the end of the project's life.***
- ***Contributions to improving the biodiversity, public amenity and soils in the vicinity of the scheme***

Supplements Core Strategy policy CP3 Renewable energy.

Other alternatives considered

1) Amend Core Strategy CP3 accordingly removing the reference to "community benefit" and replacing with "community-led schemes" and "community involvement". This may be required in addition to policy SCR6 above.
2) An alternative is to not include this policy.

[6] P7: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/275163/20140126Community_Energy_Strategy.pdf

Water Efficiency

2.403 The previous Core Strategy policy CP2, which included a requirement for Code for Sustainable homes levels incorporated mandatory water efficiency standards. This element was specifically supported by the Environment Agency in their responses to the consultation.

2.404 Following the Housing Standards Review, the Council can no longer require that the Code is met by new development post 2016, however the government has proposed that optional water efficiency standards can be proposed by LPA's where a need can be demonstrated. Page 21 of the Housing Standards Review Technical Consultation states that:

"The principal regulatory change to deliver the water efficiency element of the Housing Standards Review is to regulation 36 of the Building Regulations 2010. Regulation 36 currently requires that all new dwellings are designed so that their estimated average water consumption is no more than 125 litres per person per day. This will be amended to introduce an optional requirement of 110 litres per person per day. This will apply where planning permission is granted with a condition that the optional requirement must be complied with.
It should be noted that both of the requirements set out above include external water use (of five litres per person per day). Effectively, the optional requirement is therefore exactly the same as the previous Code for Sustainable Homes Level 3 requirement of 105 litres per person per day as this was a measure of internal water use only and did not include external water use in the calculation".

2.405 The climate in Bath and North East Somerset is changing. By 2020, UK Climate Projections (2009) indicates that:

- Summers in our area could be up to 2.8C warmer and summer rainfall could decline by 25%.
- Winter precipitation could increase by up to 16% and be more intense.

2.406 Both of these trends will put more pressure on water supplies. Reducing water demand in new dwellings will help mitigate this. Measures to reduce water consumption are low cost, estimated at around £250 per dwelling to meet the Optional Standard below[7].

EMERGING POLICY APPROACH SCR8

Planning Applicants are required to meet the following local water efficiency requirements:

i) All dwellings will be expected to meet the national Optional Standard for water efficiency, (which is currently likely to be 110 litres per person per day subject to revision in line with national policy)

ii) Rainwater harvesting or other methods of capturing rainwater for use by the residents (e.g. water butts) will be required for all residential development, where technically feasible.

iii) For non-domestic development where the BREEAM methodology is used, a 25% improvement in water consumption, as sufficient to achieve two BREEAM Wat 01 points will be required[8].

[7] Element Energy & Davis Langdon (2011) Cost of building to the Code for Sustainable Homes: Updated cost review p18
[8] http://www.breeam.org/BREEAM2011SchemeDocument/Content/08_Water/wat01.htm

Other alternatives considered

1) The alternative is to not include this policy.

2) The policy may need to be amended so that it is line with the national guidance when this is finalised

Cycle Storage

2.406 Cycling is a key form of low carbon transport and is also part of a healthy lifestyle. The Council's policies and programmes facilitate the construction of cycle routes and cycling infrastructure throughout the area. However for cycling rates to increase, it is equally important that homes and workplaces have provision for people to easily and safely keep and store bicycles.

EMERGING POLICY APPROACH SCR8

All dwellings will be required to demonstrate secure and accessible cycle storage facilities, as follows:

- ***Studios or 1 bedroom dwellings – storage for 1 cycle per dwelling***
- ***2 and 3 bedroom dwellings – storage for 2 cycles per dwelling***
- ***4 bedrooms and above – storage for 4 cycles per dwelling***

Note: The requirements for secure cycle storage are met where compliance with clause 35 of Secured by Design (SBD) New Homes 2010 is achieved.

All major non-domestic development will be required to provide cycle facilities in line with policy ST1.

Other alternatives considered

1) The alternative is to not include this policy.

2) There is also an option to continue to use the Local Plan minimum standards for residential cycle storage as per Local Plan saved policies T.6 and T.24

District Heating

2.407 The Core Strategy District Heating Policy CP4 (alongside the NPPF, para 97) supports delivery of District Heating in B&NES, and it is not considered necessary to include a more detailed policy in the Placemaking Plan. Policy CP4 applies to allocated sites within the "Bath Central", "Bath Riverside" and "Keynsham High Street" "district heating priority areas" as shown in Core Strategy Diagram 19 and in more detail in the OS base maps within District Heating Opportunity Assessment Study- Part 5 (AECOM, 2010). The emerging site allocations within Bath and Keynsham to which this policy applies are:

Bath:

- Walcot Street/Cattlemarket site
- Manvers Street
- North Quays
- South Quays & Riverside Court
- South Bank
- Green Park Station West & Sydenham Park

- Bath Riverside Core Area
- Bath Riverside North Bank
- The Bath Press

Keynsham:

- Ashton Way Car park
- Riverside Offices and Fire Station

2.408 A District Heating energy centre (utilising both gas and biomass) is now operational at Bath Western Riverside (operated by the energy services company EON and owned by Crest Nicholson) and has scope for additional capacity to serve nearby sites, subject to negotiation. In many cases District Heating can be used to deliver the on-site renewables requirements proposed in Placemaking Plan policies SCR2 and SCR3a.

2.409 In 2014, B&NES Council was awarded significant funding from the DECC Heat Network Delivery Unit to further undertake further detailed technical work to support the delivery of the District Heating network to serve the Bath Enterprise Area. For more information see the B&NES Council's District Heating webpage.

2.410 In Keynsham the proposed development of a new leisure centre on the Ashton Way Car Park site will provide an excellent base load for a combined heat and power (CHP) plant which would form the basis of the Keynsham town centre district heating network. Given the importance of the leisure centre in establishing the district heating network it is referenced in the site specific emerging development and design principles (see Keynsham sites section above).

2.411 The Council will also consider the implementation of a Local Development Order to assist utility providers in the delivery of district heating networks, particularly within the Bath Enterprise Area. Additional technical information and a detailed business case are in preparation, supported by the Department for Energy and Climate Change – Heat Networks Delivery Unit) to facilitate the delivery of Core Strategy policy CP4.

Sustainable Drainage Systems (SuDS)

Links with the Core Strategy
Key Policy – *CP5 Flood Risk Management & CP7 Green Infrastructure*
Strategic objectives
Pursue a low carbon and sustainable future in a changing climate; protect and enhance the District's natural, built and cultural assets and provide green infrastructure; Plan for development that promotes health and well-being;

Context





2.412 SuDS, or Sustainable Drainage Systems, are a sequence of water management practices designed to drain surface water in a more sustainable way than the traditional practice of draining sites via underground pipes directly to watercourses or sewers. SuDS are a more natural approach to managing drainage, they work by keeping water on the surface where it is slowed down and held back to allow natural losses through infiltration and evaporation. At the same time natural processes break down pollutants leading to an improvement in the quality of the discharge. Good quality SuDS can also create new habitats leading to an increase in the biodiversity of the area. SuDS features can also enhance the public realm space and provide recreational facilities.

2.413 The sequence of SuDS management practices is known as the "management train" which includes four key steps:

1. **Prevention**. Reduce runoff and pollution through good site design and housekeeping measures for example by minimizing impermeable surfaces and sweeping to remove surface dust from car parks.
2. **Source Control**. Manage runoff as close to source as possible through techniques such as rainwater harvesting, soakaways, permeable paving etc.
3. **Site Control**. Management of runoff in a local area or site using swales, large soakaways, detention basins etc.
4. **Regional Control**. Management of runoff from a site or several sites using features such as balancing ponds and wetlands.

2.414 SuDs can be designed to be incorporated into natural features such as ditches or ponds and can form an integral part of hard and soft landscaped areas contributing to Green Infrastructure (GI) networks. SuDS can help meet the growing demands to deliver GI by creating green open spaces which encourage

biodiversity and habitats. Using SuDS in the context of blue/green infrastructure offers opportunities to create attractive vegetated open space and blue corridors for water above ground.

2.415 For more information on SuDS including the management train and the various components please refer to the *SuDS Manual* (CIRIA Publication C697), *Planning for SuDs –making it happen* (CIRIA Publication C687) and the *West of England SuDS Guidance* (draft).Information on the philosophy of controlling storm water runoff (in terms of rate and volume) can be found in the *National Standards & Specified Criteria for Sustainable Drainage* (DEFRA - currently in draft form) & *Rainfall runoff management for developments* (Environment agency Report – SC030219).

Policy context

2.416 The NPPF states that Local Authorities should:

- Support Local Plans with a Strategic Flood Risk Assessment and develop policies that manage flood risk from all sources i.e. including surface water (para 100)
- Use opportunities offered from new development to reduce the causes and impacts of flooding (para 100)
- On specific sites, local authorities should require developers to produce "site specific flood risk assessments" and ensure that development is appropriately flood resistant and resilient, and that residual risk can be safely managed including giving priority to sustainable drainage systems (para 103)
- When planning for sustainable drainage systems biodiversity gains should be planned for, pollution should be minimised and green infrastructure should be planned for positively (section 11)

2.417 The current technical consultation on SuDs (Oct 2014), also proposes additional national planning policy to strengthen the implementation of SuDs.

2.418 The B&NES Core Strategy sets the context for a more detailed SuDs policy in the Placemaking Plan, in particular flood risk management (CP5) and the green infrastructure policy (CP7). It requires that all sites are expected to incorporate sustainable drainage systems to reduce surface water runoff and minimise its contribution to flooding.

2.419 In addition, there are site specific requirements for the Core Strategy strategic site allocations and for the site allocations proposed within this Placemaking Plan.

2.420 The *Flood and Water Management Act (2010*) requires a new approach to drainage to include an integrated approach to SuDS, the government is currently consulting on the mechanism to deliver this either through the establishment of a SuDS Approval Body (SAB) using National Standards, or implementation through the planning system.

2.421 The emerging SuDs policy approach draws on information from the Council's emerging **Local Flood Risk Management Strategy** and the **Surface Water Management Plan**. The policy approach and the evidence behind the site allocations in the Placemaking Plan, supersedes the principles outlined in the **B&NES Strategic Flood Risk Assessment** (2008-9) related to Sustainable Drainage Systems. It should be used together with the latest Environment Agency flood risk mapping and local flood risk standing advice.

2.422 The **West of England SuDS Guidance** (draft) is primarily intended for use by developers, planners, designers and consultants who are seeking guidance on the requirements for the design, approval and adoption of SuDS in the West of England and Somerset. It provides information on the planning, design and delivery of attractive, high quality and well-integrated SuDS schemes and should offer multiple benefits to the environment and community alike.

2.423 The aim is to show that these requirements can be successfully achieved with added value and positive environmental and community benefits. The guidance promotes the need for early consideration of SuDS and introduces the use of a "proof of concept" process to gain agreement in principle at an early stage from the approving authority/s.

Site Specific SuDs

2.424 Site specific drainage assessments, considering SuDs opportunities, have been undertaken for all allocated sites, and this information can be found in the Placemaking Plan evidence base.

Policy Aims

2.425 The aims of this policy are to:

- Set out the high level principles for drainage designs incorporating SuDS features and the SuDS hierarchy that will be used in B&NES
- To provide a basis for the incorporation of SuDS in development schemes through the planning system, ensuring that SuDS features are considered at an early stage and incorporated into a scheme design
- To provide the link between the planning system and any future SuDS Approval Body regime (to be confirmed by government following the current technical consultation)
- To identify key considerations and requirements for developers which should be addressed via development management

Emerging Preferred Policy Approach

EMERGING POLICY APPROACH SU1

All Planning Applications must be accompanied by a Drainage Strategy which includes a SuDS "proof of concept" in line with the West of England SuDS Guidance (2014).

Development will only be permitted where the following criteria are met (as demonstrated by the applicant and as agreed by the Lead Local Flood Authority (LLFA)):

a) The drainage strategy is based on sustainable drainage principles which do not increase flood risk.

b) The following SuDS hierarchy is employed, evidence must be provided to justify any move down the hierarchy to demonstrate that the higher level option is not feasible:

1. ***discharge into the ground e.g. infiltration***
2. ***discharge to a surface water body e.g. watercourse.***
3. ***discharge into a surface water sewer***
4. ***discharge into a combined sewer***

c) Drainage features are not forced to fit a predetermined site layout but should be considered from the outset and used to inform the development proposal to ensure that SuDS are a viable option.

d) The drainage design should ideally follow the existing natural flow paths and land drainage features to create "blue corridors" within the site, this can only be achieved when they are considered from the outset.

e) The peak runoff rate from the development must not exceed the 1 in 1 year and 1 in 100 year greenfield rate for the same event. For previously developed sites the peak runoff rate is to be reduced to as close to the above greenfield rates as possible, but must not exceed the run off rate

(generated by impermeable areas proven to be positively connected) from the existing development.

f) The runoff volume from the development at the 1 in 100 year 6 hour rainfall event must not exceed the greenfield runoff volume for the same event. For previously developed sites the runoff volume is to be reduced to as close to the above greenfield rates as possible, but must not exceed the runoff volume (generated by impermeable areas proven to be positively connected) from the existing development. Where it is not possible to constrain the runoff volume as described above it should be discharged at a rate that does not adversely affect flood risk: the greater of QBAR or 2/l/s/ha.

g) The drainage system is to be designed such that there is no flooding on any part of the site for the critical 1 in 30 year rainfall event.

h) The drainage system is to be designed such that there is no flooding of any building or utility plant up to and including the critical 1 in 100 year rainfall event.

i) Excedence routes are to be demonstrated for any flood flows above the critical 1 in 30 year rainfall event. Exceedance routes must minimise the risk to people and property and should not utilise the adoptable highway for conveyance, the use of dedicated conveyance routes is preferred.

j) Climate change allowance is to be made in line with the NPPF & Planning Practice Guidance when considering the performance of the proposed system at the 1 in 100 year rainfall events.

k) SuDS schemes should incorporate opportunities for biodiversity, landscape and visual impact enhancements, green infrastructure and recreation / amenity gains. Development which facilitates such benefits will be supported.

l) The development does not have a detrimental effect on the water environment, including surface and groundwater quality, quantity, river corridors and associated wetlands.

m) Site specific conditions must be considered (taking into account variables such as geology, hydrology, pollutions present in run-off, gradient, presence of contamination, soils etc.) and SuDS must be compatible with the conditions present.

n) Provision for long term maintenance must be provided for all SuDS schemes.

o) Where a SuDS solution cannot be achieved, a proposal will only be permitted where an acceptable alternative means of surface water disposal is incorporated.

Supersedes saved Local Plan Policy NE.14 in relation to drainage.

Other alternatives considered

1) Rely on Core Strategy policies CP5 and CP7, however it is considered this does not include enough detail to guide planning decisions in relation to SuDS

2) Include a less detailed policy (pending the enactment of Schedule 3 of the Flood & Water Management Act) – however, the latest national consultation envisages SuDS being integrated into planning process.

Pollution, contamination and safety

Links Core Strategy

Key linked policies –*KE2, CP5, and CP5*

Strategic objectives

- *Pursue a low carbon and sustainable future in a changing climate*
- *Protect and enhance the District's natural, built and cultural assets and provide green infrastructure*
- *Plan for development that promotes health and well being*

Context

2.426 The NPPF clarifies the specific responsibilities of the planning system; that it has a role to play in preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution. The Placemaking Plan has reviewed the existing Local Plan framework to ensure it is in conformity with the NPPF and accompanying guidance.

Overarching policy aims

- Minimise use of non-renewable resources and promote the reuse of existing structures and materials
- Minimise land contamination and soil degradation
- Minimise/mitigate against effects of pollution (e.g. Air quality, noise, land contamination, light, groundwater)
- Protect and enhance the quality of the underlying groundwater or surface water

Pollution and nuisance

2.427 The control of pollution is governed by the Environmental Protection Act 1990 and related legislation. A number of regulatory authorities have a role in pollution control, principally the Environment Agency and Local Planning Authorities.

2.428 Saved Local Plan Policy ES.9 embodies the 'precautionary principle'. This requires that where there is significant risk of damage to the environment, pollution controls will take into account the need to prevent or limit harm, even where scientific knowledge is not conclusive. The principle applies particularly where there are good grounds for judging that action taken promptly at comparatively low cost may avoid more costly damage later, or that irreversible effects may follow if action is delayed.

Emerging preferred approach

2.429 Continue the current policy approach which seeks to apply the precautionary principle to the consideration of proposals that give rise to pollution and nuisance.

EMERGING POLICY APPROACH PCS1

Development will only be permitted providing there is:

1) no unacceptable risk from existing or potential sources of pollution or nuisance on the development

2) no unacceptable risks of pollution to other existing or proposed land uses

Would replace saved Local Plan Policy ES.9

Other alternatives considered

1) Rely on solely on the provisions of the Environmental Protection Act 1990. However, this would not provide first hand planning guidance for consideration of planning applications which is not provided through the NPPF.

Noise and vibration

2.430 The Planning system has a role in seeking to ensure that new noise sensitive development such as housing and schools is not located close to existing sources of noise, including industrial uses and noise generated by vehicles and other forms of transport that would lead to nuisance. Also it should ensure that potentially noise creating uses such as some industrial processes or some recreational activities are not located where they would be likely to cause nuisance. This approach is currently reflected in saved Local Plan Policy ES.12.

2.431 The NPPF states that planning policies and decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development. It should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

2.432 National Planning Guidance provides a wealth of guidance on dealing with noise related development and further information is available in the 'Explanatory Note to the Noise Policy Statement for England' (DEFRA).

Emerging preferred approach

2.433 Continue to include a policy within which to consider the impacts of a proposal likely to give rise to unacceptable levels of noise pollution reflecting national planning policy.

EMERGING POLICY APPROACH PCS2

1) Development will only be permitted where it does not give rise to unacceptable increases in levels of noise and/or vibration that has an adverse effect on health and quality of life, the natural or built environment or general amenity unless this can be minimised or mitigated to an acceptable level.

2) Noise-sensitive development should avoid locations wherever possible where the occupants would be subject to unacceptable levels of noise or vibration from an existing noise source.

Would replace saved Local Plan Policy ES.12

Other alternatives considered

1) Rely solely on the advice in National Planning Guidance and 'Explanatory Note to the Noise Policy Statement for England' to provide the context for determining planning applications involving noise and vibration.

Air quality

Context

2.434 There has been an increasing recognition that air pollution can be a cause of serious health problems, such as respiratory illnesses. In this respect air quality continues to be an issue for parts of District and Air Quality Management Area (AQMAs) have been designated in Bath, Keynsham and Saltford. Further information on these AQMAs is available on the Council's website: http://www.bathnes.gov.uk/services/environment/pollution/air-quality

2.435 Local Authorities are required under Part IV of the Environment Act 1995 to periodically review and assess the air quality in their area. Although the control of pollution is governed by other legislation, planning has a role to play in separating potentially polluting land uses from other existing or proposed land uses and in ensuring that new development is not allowed where it would exacerbate already poor air quality conditions.

2.436 National Planning Guidance spells out the following matters that local authorities may need to consider:

- *the potential cumulative impact of a number of smaller developments on air quality as well as the effect of more substantial developments;*
- *the impact of point sources of air pollution (pollution that originates from one place); and,*
- *ways in which new development would be appropriate in locations where air quality is or likely to be a concern and not give rise to unacceptable risks from pollution. This could be through, for example, identifying measures for offsetting the impact on air quality arising from new development including supporting measures in an air quality action plan or low emissions strategy where applicable.*

2.437 In considering the effects of the development on the local air quality, the Council will use the latest Government regulations and guidelines to determine the suitability of the proposal.

2.438 Latest guidance in the NPPF states that planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan. An Action Plan for Bath was prepared in 2011. The Council is also developing Action Plans for Keynsham and Saltford as they also have Air Quality Management Areas. These are likely to completed mid-2015.

Emerging preferred approach

2.439 Continue to include a policy within which to consider the effects of the development on the local air quality drafted within the context of national planning policy.

EMERGING POLICY APPROACH PCS3

1) Development will only be permitted where the proposal:

- ***a) does not give rise to polluting emissions which have an unacceptable adverse impact on air quality, health, the natural (in particular designated wildlife sites) or built environment or local amenity of existing or proposed uses from air polluting activities, or***
- ***b) is not located where it would be at unacceptable risk from, or be adversely affected by existing sources of odour, dust and /or other forms of air pollution***

2) New development located within an Air Quality Management Area should be consistent with the local air quality action plan.

3) Where an air quality assessment is necessary to support an application, it should be proportionate

to the nature and scale of development proposed and the level of concern about air quality.

Would replace saved Local Plan Policy ES.10

Other alternatives considered

1) Rely solely on the advice in National Planning Guidance to provide the context for determining planning applications affecting air quality.

Major hazards and hazardous substances

Context

2.440 The Planning (Hazardous Substances) Act, 1990 and National Planning Policy Guidance describe the role of the planning system in controlling the location and use of substances and processes which are potential hazards to public safety such as some industrial processes, gas pipelines and the storage of explosives. National planning policy requires local planning authorities to have regard to the prevention of major accidents and limiting their consequences when preparing a Local Plan.

2.441 Applicants are expected to indicate as part of any application whether hazardous substances will be used, stored or manufactured on the site. HSE is a statutory consultee on planning applications for Hazardous Substances Consent (HSC) and developments near major hazard installations and pipelines. The applicant will be expected to demonstrate to the satisfaction of the Council and the HSE that adequate safety precautions have been taken. The HSE apply risk criteria to the operation concerned to determine if a development proposal would be likely to be put at unacceptable risk as a result of proximity to a hazard. In the District there are a number of gas pipelines which are defined as hazards.

Emerging preferred approach

2.442 In the context of national planning policy guidance, it is considered essential to continue to include a policy which sets out criteria for assessing applications in controlling the location and use of substances and processes which are potential hazards to public safety to replace saved Local Plan Policy ES.13 in the interests of public safety and amenity. It outlines the key issues to be taken into account in the consideration of applications for hazardous substances consent and developments involving the use of hazardous substances.

EMERGING POLICY APPROACH PCS4

Applications for hazardous substances consent, and developments involving the use, manufacture, storage or production of hazardous substances, will only be permitted where:

1) ***The proposal is sited at an appropriate distance from existing and proposed residential areas, areas of public use and areas of particular natural sensitivity, in order to maintain safety and amenity;***
2) ***There would be no unacceptable risk to those who potentially use developments that would fall within any associated safety zones identified by the Health and Safety Executive***
3) ***The hazardous substances would be stored in a way that minimises any potential harm to the environment.***

Development in close proximity to an existing hazard will only be permitted where there is no unacceptable risk to public safety and amenity.

Would replace saved Local Plan Policy ES.13

Other alternatives considered

1) Not include a specific policy relating to developments involving hazardous substances but rely on other legislative and regulatory measures (see below).

Further guidance includes:

- The Planning (Hazardous Substances) Act 1990
- The Planning (Hazardous Substances) (Amendment) (England) Regulations 2009
- HSE's land use planning methodology
- pre-application advice on proposed developments on sites which lie near to a major hazard site or a major accident hazard pipeline is provided on the HSE's website: http://www.hsl.gov.uk/products/lupa
- The Town and Country Planning (Local Planning) (England) Regulations 2012 - Regulation 10

Contamination

Context

2.443 Any land contaminated with hazardous or toxic materials potentially is a serious cause of pollution. Contamination can result from previous uses of the site, for example, industrial processes involving chemicals or closed waste disposal sites where landfill gas and leachate are still present.

2.444 The current Local Plan policy is generally consistent with NPPF which places the onus with the developer and/or landowner for securing a safe land/development. The NPPF also requires a risk assessment of land potentially affected by contamination and expects all investigations to be undertaken in accordance with established practices such as BS10175 (2001) 'Code of Practice for the Investigation of Potentially Contaminated Sites'. There is also a wealth of information of land affected by contamination in the NPPG.

2.445 Whilst Part 2A of the Environmental Protection Act 1990 provides a risk based approach to the identification and remediation of land where contamination poses an unacceptable risk to human health or the environment, it does not take into account future uses which might need planning permission. The Council needs to ensure the implications of contamination for a new development not addressed by other regimes are properly considered through the planning system.

Emerging preferred approach

2.446 Continue to include a policy which deals with land contamination issues consistent with national planning policy.

EMERGING POLICY APPROACH PCS*5*

Development only to be permitted on land known to be or strongly suspected of being contaminated, or where development may result in the release of contaminants from adjoining land, provided:

1) the proposal would not cause significant harm or risk of significant harm to health or the environment or cause pollution of any watercourse, water body or aquifer

2) remediation measures are put in place as appropriate

The onus will be with the developer and/or landowner for securing a safe development

Would replace saved Local Plan Policy ES.15

Other alternatives considered

1) None. National planning policy expects a policy that sets out clear guidance for applicants submitting a planning application which is not covered by other complementary land contamination regimes.

Unstable land

Context

2.447 The geology of Bath and North East Somerset and its history of surface and underground mineral extraction mean that land in certain areas may be unstable, for example, at Combe Down in Bath and locations within the former Somerset coalfield.

2.448 National policy requires a risk assessment of land potentially affected by land instability and that site investigation and surveys need to be carried out before land in these areas is developed. Again the onus is on developers to carry out investigative work to assess whether a proposed development would be affected by land instability and to set out any necessary stabilisation measures.

2.449 The NPPG provides further advice for both developers and local planning authorities on dealing with issue of land stability, points to where sources of information are held such as with the British Geological Survey (BGS) and the role the Coal Authority plays in matters of land instability.

Emerging preferred approach

2.450 The current policy approach in the existing Local Plan is generally consistent with guidance in the NPPF in ensuring that sites are suitable for the new use taking account of ground conditions and land instability and the need for remediation as appropriate. It is proposed that this approach is continued to ensure consistency.

EMERGING POLICY APPROACH PCS6

Development will only be permitted where:

1) there is a risk of land stability, need to demonstrate site to be capable of development without adversely affecting the stability of the development or that of adjacent land

2) remedial and/or precautionary measures proposed as a result of the development should not adversely affect local amenities and/or environmental interests

3) remediation measures to be put in place as appropriate

The onus will be with the developer and/or landowner for securing a safe development

Would replace saved Local Plan Policy ES.14

Other alternatives considered

1) None. Especially given the history of mining within the District it is essential to include a policy relating to issues of land stability to ensure that the occupiers of new development are not put at risk.

Safeguarding water resources

Context

2.451 The adequacy of existing water supply is likely to be a key factor in determining the location and timing of development. New developments should be located in ways that minimise or eliminate the environmental impact of additional demand for water. The NPPF places emphasis on ensuring an adequate water supply is in place. The NPPG also provides general advice on Water supply, wastewater and water quality.

2.452 The current approach in the existing Local Plan is in general accordance with this guidance and saved Policy ES.4 will allow development where it can be demonstrated that it will not cause deterioration in the quality or quantity of underground or surface water.

2.453 Groundwater Source Protection Areas have been defined by the Environment Agency in order to prevent contamination of groundwater. These areas feed springs and watercourses from where water is collected for public supply and agriculture. The polluting of these catchment areas could pose a serious risk to public health.

Water Source Protection Zones

2.454 Water Source Protection Areas are currently shown on the Policies Map and reflect areas defined by the Environment Agency at the time the previous Local Plan was being prepared ten years ago. These are concentrated in the Chew Valley and the northern edge of the Mendip Hills and in areas to the north and south of Bath. These areas feed springs and watercourses used for public drinking water supply. The polluting of these catchment areas could pose a serious risk to public health.

2.455 This approach is consistent with the Water Framework Directive and Planning, Initial Advice to Planning Authorities in England and Wales (Environment Agency, 2006) which reinforces the controls of other bodies such as the Environment Agency, ensuring that early consideration is given to development proposals that may affect local groundwater quality. Water Source Protection Areas are now more commonly referred to as Source Protection Zones (SPZs) by the Environment Agency who holds all up to date information.

2.456 Consideration should be given to any possible impact on groundwater recharge, flows and levels. If it is anticipated that works may penetrate the natural winter water table then the impact of such works will need to be assessed and discussed with the Environment Agency. If detrimental consequences of the water environment are likely, agreed mitigation measures will be necessary.

2.457 The Environment Agency divides groundwater source catchments into three zones: Inner Zone, Outer Zone, and Total Catchment. Further more detailed information is available on the Environment Agency's website and developers will be able to search this by postcode so see if whether their site is in a Source Protection Zones at the following link (and clicking on the 'Groundwater' icon): http://maps.environment-agency.gov.uk/wiyby/wiybyController?ep=maptopics&lang=_e

Emerging preferred approach

2.458 Include the following policy to ensure the protection of Groundwater Source Protection Zone against the adverse impacts of development, but instead to showing the SPZs on the Policies Map as information dates quickly, refer the applicant to the Environment Agency's website as SPZ's are altered and updated quite regularly.

EMERGING POLICY APPROACH PCS7

1) ***Development proposals that would adversely affect the quality or quantity of water resources by means of pollution and/or derogation of the resource will not be permitted.***
2) ***Applicants will be expected to undertake robust assessments to support applications affecting Groundwater Source Protection Zones as defined by the Environment Agency.***

Would replace saved Local Plan Policies ES.4 and NE.13

Other alternatives considered

1) Use the same policy approach as above but instead, show the boundaries of the relevant Groundwater Source Protection Zones on the Policies Map. Whilst this will have the benefit of being able to be viewed alongside other designations and constraints on the Policies Map, the information will become quickly dated and therefore not necessarily accurate.

Bath Hot Springs

Context

2.469 The Hot Springs are one of the six key attributes of the City of Bath World Heritage Site. Since Roman times with the development of 'Aquae Sulis' as a retreat for health therapy, worship and relaxation, Bath's Hot Springs have been the centre of social, economic and cultural developments in Bath. Settlement grew up around this resource which has culminated in the modern City of Bath. The Springs now attract many visitors annually with the opening of the Thermae Bath Spa.

2.460 There are three Hot Springs in the centre of Bath: the Kings Springs within the Roman Bath complex, the Cross Bath Spring, and the Hetling Spring in Hot Bath Street. Together they produce around 1.3 million litres of mineral-rich thermal water per day with a temperature of between 41 and 46°C. These thermal waters arise from the Carboniferous Limestone via fissures in the overlying layers (a layer of alluvium, successive layers of Lias Clay and limestone and Triassic Mercia mudstone) and appear as springs on the surface.

2.461 The Council is responsible for the protection of the Hot Springs in Bath. The Springs are protected by Section 33 of the County of Avon Act 1982 which specifies three control zones within which the depths of excavations is controlled.

2.462 Saved Local Plan Policy NE.13A currently seeks to ensure that both the quality and quantity of the groundwater source is protected from development that is likely to have an adverse effect on this resource within the Protection area as defined on the Polices Map. This boundary corresponds with the outer control zone as defined under the Avon Act. The Environment Agency will also be consulted on applications which are likely to have an impact on the Hot Springs.

Emerging preferred approach

2.463 As the Bath Hot Springs are inextricably linked with the World Heritage Site, Core Strategy Policy B4 applies to their general protection. Saved Local Plan Policy NE.13A relates to quality or yield of the Springs so is considered consistent with a thread running through the NPPF in seeking to protect non-renewable resources. There was unanimous support from respondents to the Launch Document consultation for the retention of this policy approach. It is also important to have this policy in place should the Council receive any planning applications energy mineral exploration and extraction which may impact on Hot Springs and their sources - see also the emerging preferred approach for Energy Minerals policy framework (Policy M5).

EMERGING POLICY APPROACH PCS8

Development that has any adverse impact on the quality or yield of the Bath Hot Springs will not be permitted.

Would replace saved Local Plan Policy NE.13A

Other alternatives considered

1) Rely on Core Strategy Policy B4 which seeks to prevent harm to the Outstanding Universal Value (OUV) of the World Heritage Site, its authenticity or integrity and its setting unless development has a demonstrable public benefit. Whilst the Bath Hot Springs are integral to the OUV it not explicit in Policy B4 and thus it is considered essential to include a dedicated policy relating to protecting the of the Bath Hot Springs.

Minerals

Context

Links with the Core Strategy
Key Policy – *CP8a Minerals*
Strategic objectives
- *Pursue a low carbon and sustainable future in a changing climate*
- *Protect and enhance the District's natural, built and cultural assets and provide green infrastructure*

2.464 The NPPF places importance on facilitating the sustainable use of minerals and asks local authorities to include policies relating to the extraction, prior extraction of minerals and for reclamation and restoration and to set out environmental criteria, and to define Minerals Safeguarding Areas.

Policy aims

- *ensure the most efficient use of minerals is made as a finite natural resource*
- *requirement to define minerals safeguarding arse to ensure menial which have the potential for further exploitation are not needlessly sterilise by non-mineral development*
- *encourage the prior extraction of minerals where it is practicable and viable environmentally*
- *detrimental impact on the natural, historic and on health from permitted operations should be avoided*

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

Mineral Safeguarding Areas

2.466 The existing Local Plan identifies mineral consultation areas around the active mineral sites in the Plan area. The purpose of these areas is to avoid the needless sterilisation of mineral resources by non mineral development. There is no presumption that any of these areas will be acceptable for mineral working and nor should they be used to automatically preclude other forms of development. Instead they are to make sure that mineral resources are adequately and effectively considered in land use planning decisions.

2.467 To comply with Government guidance it is proposed that the term mineral consultation areas is replaced by mineral safeguarding areas as this more clearly describes their purpose and as a unitary authority there is no need for the Council to consult with other Councils. The boundaries of the mineral consultation areas have been reviewed following the methodology in the BGS/Coal Authority Guide to Minerals Safeguarding in England (2011).

2.468 Limestone is the only mineral that is now worked in the Plan area and the existing safeguarding areas, whilst not covering the whole of the geological resource in the Plan area, are based on the active workings in the area it is considered that these areas adequately identify the mineral resource areas likely to be of interest in the future.

2.469 There are still coal resources which are capable of extraction by surface mining techniques, which, although no longer worked, there are potential public safety and land stability issues associated with these areas.

Emerging preferred approach

2.470 No proposals to extend the existing areas or proposals for mineral working outside of these areas have been forthcoming over the Plan period and given the level of current and likely future mineral activity in the Plan area no extension of the currently safeguarded areas is considered necessary. No changes to the existing boundaries of the current mineral safeguarding areas are therefore recommended.

2.471 The general extent of the surface coal Mineral Safeguarding Area within the District is defined in Diagram 20a in the Core Strategy on the basis of information supplied by the Coal Authority and will be shown on the **Policies Map** together with other Mineral Safeguarding Area as described above.

It is proposed that the following policy is put in place to clarify how applications for non mineral development within mineral safeguarding areas will be considered.

EMERGING POLICY APPROACH M1

Non mineral development within mineral safeguarding areas as shown on the Policies Map will be permitted provided:

1) It will not sterilise or unduly restrict the extraction of mineral deposits which are, or may become, of economic importance and which are capable of being worked; and

2) It will not adversely affect the viability of exploiting a mineral resource or be incompatible with an existing or potential minerals development; or

3) It is practicable and environmentally acceptable to extract the mineral before development commences.

Would replace saved Local Plan Policy M.2

Other alternatives considered

1) None. It is important to have a clear policy approach in place to provide sufficient guidance in relation to mineral safeguarding areas.

Minerals Allocations

2.472 The existing Local Plan identifies minerals allocation for future extraction at Stowey Quarry, Upper Lawn Quarry and Hayes Wood Mine (also known as Stoke Hill Mine).
The Local Plan also identifies a minerals reclamation site at Queen Charlton Quarry.

2.473 Active mineral working continues at both Upper Lawn Quarry and Hayes Wood Mine however Stowey Quarry has been worked to its maximum extent so that any remaining reserves are restricted to those within the mineral waste stockpiles on the site. Proposals which did come forward to restore the mineral reclamation site were not supported because of the nature conservation interest that had developed on the site.

2.474 As an underground working Stoke Hill Mine has very limited surface impacts which are restricted to its surface stockyard and adequately controlled by the conditions on the current permission. Therefore

whilst it is located within the Green Belt and the Cotswolds AONB its impact on these designations is very limited. The current area of search allocation at the mine occupies an extensive area that coincides with the mineral safeguarding area. There remains therefore a substantial area identified for potential future working and this is considered likely to be adequate for the future Plan period and should therefore be retained.

2.475 Upper Lawn Quarry is tightly constrained by housing, allotments and recreational land but it remains an importance source of Bath stone used in new build and restoration projects in the City. The operation is well established, small scale and low key and operates without complaint. A preferred area for future mineral extraction remains unpermitted to the north of the existing quarry and it is considered likely on current levels of activity that this will be sufficient for the forthcoming Plan period and should therefore be retained.

2.476 Mineral extraction at Stowey Quarry is at a very low level and is based on the re-working of existing mineral waste stockpiles as the quarry has been worked to its maximum extent and the current planning permission for mineral extraction has expired. Recent planning permissions and applications have focussed on utilising Stowey for waste management purposes.

2.477 Given the lack of mineral activity at Stowey and the focus of existing permissions on inert waste recycling and restoration it is considered that future expansion of the quarrying activities is unlikely therefore it will no longer be allocated mineral extraction. Having regarded to the decision not to support the proposals for the mineral reclamation site allocation at Queen Charlton it is proposed that this site allocation is removed.

Emerging preferred approach

2.478 To continue the current policy approach in respect of the extraction of primary aggregates and retain the extent of the existing allocations for mineral extraction on the **Policies Map.**

EMERGING POLICY APPROACH M2

The following sites are, as shown on the Policies Map, allocated for mineral extraction:

1) Upper Lawn Quarry, Bath – preferred area; and
2) Stoke Hill Mine, Limpley Stoke – area of search

Mineral extraction outside of these areas will be permitted provided it can be demonstrated that the need for the mineral cannot be met from the allocated sites or from adjoining authority areas.

Planning applications for mineral extraction involving as a primary activity the production of crushed rock or other aggregate minerals will not be permitted.

Would replace saved Local Plan Policies M.6, M.7 and M.11

Other alternatives considered

1) None. Minerals can only worked where they are found and therefore existing sites should be safeguarded for future extraction to secure a long term supply.

Aggregate Recycling Facilities

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

established B2 use rights and is currently the subject of enforcement action to determine the extent of those rights and the permission at Stowey permits aggregate recycling at the site until 2028. The existing facilities and permissions are considered to provide an adequate geographical spread across the Plan area and there is not currently a demand for additional facilities.

Emerging preferred approach

2.480 Having regard to the often temporary nature of these facilities it is considered preferable for any future proposals that may come forward to be dealt with by a criterion based policy asset out below rather than by allocating specific sites/areas.

EMERGING POLICY APPROACH M3

The development of aggregate recycling facilities will be permitted at the following locations:

1) ***Active mineral or waste management sites where the development will not conflict with or unreasonably delay the restoration of the site;***
2) ***General B2 industrial land; or***
3) ***Brownfield/previously developed land not already allocated for alternative uses***

Would replace saved Local Plan Policy M.4

Other alternatives considered

1) Allocate the Stowey Quarry site and the extent of the established B2 use at the former Fullers Earth works site should be safeguarded as an aggregate recycling facility.

Winning and working of minerals

2.481 As there is a low level of mineral activity within Bath and North East Somerset and this situation is unlikely to significantly change it is considered that a policy framework is developed against which all minerals developments will be determined providing the same overall level of environmental protection as the adopted Local Plan policies and provision for future working appropriate to the Plan area along the lines proposed below.

Emerging preferred approach

2.482 A criterion based policy to ensure full consideration is given to minerals related planning applications.

EMERGING POLICY APPROACH M4

Within the context of Policy CP8a the winning and working of minerals and ancillary minerals development will be permitted where:

1) ***The need for the mineral in relation to the availability of alternative sources of material is demonstrated***
2) ***The scale and nature of the proposed development is compatible with the character of the area***
3) ***Adequate safeguards can be secured for the protection of the environment and the amenities of the area***
4) ***Satisfactory provision is made for the restoration of the site which maintains or enhances its value to the environment and/or community and***
5) ***The access roads are adequate for the type and volume of traffic or can be upgraded without comprising the character or adversely affecting the environment in the vicinity of the road.***

Would replace saved Local Plan Policies .M.1, M.8, M.9 and M.10

Other alternatives considered

1) None. There needs to be clear and comprehensive guidance for proposals for future mineral extraction.

Energy Minerals

Context

2.483 Since the adoption of the existing Local Plan one new mineral related issue has arisen, that of shale gas and coal bed methane (CBM) extraction. Petroleum Exploration and Development Licences (PEDL) for exploration have been granted within the Plan area and in neighbouring authorities, and there has been interest in developing exploration boreholes within the Plan area, notably in the Hicks Gate area of Keynsham in 2012. More details on shale gas and coal bed methane are included in the Glossary.

2.484 The NPPF provides the context for developing local planning policy for energy minerals. A detailed policy planning policy framework for determining planning applications relating to the extraction of energy minerals is expected, to include:

- Criteria-based policies for each of the three phases of hydrocarbon extraction - Exploration, Appraisal and Production - which set clear guidance and criteria for the location and assessment of hydrocarbon extraction within the Petroleum License Areas
- Petroleum License (PEDL) Areas on the **Policies Map**

2.485 Planning Practice Guidance (March 2014) provides advice on planning for mineral extraction in plan making and the application process. There is a dedicated section on Planning for Hydrocarbon extraction which provides a wealth of detailed information and advice.

2.486 The Government has recently updated this guidance making explicit that permission should only be granted for extraction of unconventional hydrocarbons in AONBs in exceptional circumstances and where this would lead to substantial harm to or loss of a World Heritage Site, mineral planning authorities should refuse consent unless wholly exceptional circumstances apply.

2.487 Obtaining planning consent is just one of a number of consents that must be obtained before fracking can take place. In addition to the Minerals Planning Authority, the key regulators are the Department of Energy and Climate Change (DECC), Environment Agency and the Health and Safety Executive (HSE). Other bodies which may be involved in the consenting of the process include the Coal Authority, Natural England, British Geological Survey (BGS), and the Hazardous Substances Authorities.

Key Issues

2.488 The particular concern that exists in respect of this activity in Bath & North East Somerset is that it involves deep drilling and fracturing or **'fracking'** of the deep geological resource in order to extract shale gas. This has implications for the Bath Hot Springs which relies on underground water resources from a wide geographical area and the potential disruption that deep drilling and hydrofracturing (Fracking) may cause. Due to the international importance of the Bath Hot Springs a precautionary approach should be applied to proposals for shale gas exploration and extraction within the Plan area.

2.489 Hydraulic fracturing or 'fracking' is a process which involves opening and/or extending existing narrow fractures or creating new ones (typically hairline in width) by pumping a mixture of water, sand and

additives at a very high pressure down a borehole to induce fractures in the shale rock bed allowing gas (or oil) to be captured.

Studies

2.490 The following studies, together with documents produced by the Government on unconventional hydrocarbons, will form the evidence base for the 'Energy Minerals' policy in the Placemaking Plan.

- BGS report 'Potential problems in Bath & North East Somerset and surrounding area with respect to hydrocarbon and other exploration and production' October 2012:
- Energy Minerals Topic Paper (June 2012) prepared jointly between Somerset County, Bath & North East Somerset, North Somerset and Mendip District Councils and the Environment Agency

Emerging preferred approach

2.491 Within the context of the NPPF and other national guidance on energy minerals, and the Core Strategy, it is important that a robust planning policy framework is in place for considering planning applications relating to energy minerals related development with Bath & North East Somerset.

2.492 Whilst complying with the national planning policy, the preferred option is to frame a policy aligned with the Somerset County Council Energy Minerals policy for consistency of approach. This will include ensuring the matters listed below (not exhaustive) are addressed, either within the emerging policy framework for energy minerals or by other key policy areas (e.g. policies for Green Belt, AONB, World heritage Site, Water Source Protection Zones, Bath Hot Springs). The boundary of the PEDL will be shown on the **Policies Map** as required by national policy.

EMERGING POLICY APPROACH M5

1) ***employ precautionary principle to all proposals for shale gas exploration and extraction***
2) ***distinguish between the three phases of development (exploration, appraisal and production) and what is required of the developer at each phase including the need for restoration to take place at the end of each phase as appropriate***
3) ***address a range of impacts that might result from oil and gas exploration and production***
4) ***highlight the need for conditions to be imposed on planning permissions to manage such impacts***
5) ***proposals only to be given permission if they give rise to impacts acceptable within the context of other environmental considerations***
6) ***protect and enhance the quality of the underlying groundwater or surface water***
7) ***ensure that development that has an adverse impact on the quality or yield of the Bath Hot Spring is not permitted***
8) ***the siting of wells and associated facilities in the least sensitive locations when the PEDL area***
9) ***make explicit that permission will only be granted for extraction in the AONBs in exceptional circumstances and substantial harm to a World Heritage Site will be wholly exceptional***

Other alternatives considered

1) Whilst the Council could rely entirely on guidance in the NPPF and NPPG, in view of the importance of ensuring that drilling and fracturing (fracking) geological resources has no adverse impact on the aquifers serving the Bath Hot Springs in particular, it is essential that the Placemaking Plan includes a detailed and comprehensive policy to safeguard this asset along the lines proposed below to provide clear advice to applicants. This would also ensure compliance with national policy.

CIL/Planning Obligations

Context

2.493 B&NES Core Strategy Policy CP13 (Infrastructure Provision) sets out the Council's commitment to ensure new developments will be supported by the timely delivery of the required infrastructure to provide balanced and more self–contained communities.

2.494 The key infrastructure needed to support the Core Strategy is set out in the Infrastructure Delivery Plan (IDP February 2013). The IDP is a living document and will be updated to reflect the further discussions with utilities and service providers on the key infrastructure necessary to support the development of the allocated sites.

2.495 The Council is currently preparing to introduce a Community Infrastructure Levy (CIL) under the CIL Regulations 2010 (as amended). The CIL is a tool for local authorities to help deliver infrastructure to support the development of the area. The CIL is intended to provide infrastructure to support the development of the area, rather than making individual planning applications acceptable in planning terms. As a result, some site specific impact mitigation may still be necessary in order for a development to be granted planning permission. Some of these needs may be provided for through the levy but others may not, particularly if they are very local in their impact. A planning obligation can only be taken into account when determining a planning application if the obligation meets all of the following tests under CIL Regulation 122:

- necessary to make the development acceptable in planning terms
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

2.496 To clarify what types of infrastructure will no longer fall under S106, B&NES Council has published a list of infrastructure types and projects that it intends will be, or may be, wholly or partly funded by CIL. This is known as the Regulation 123 list and is published alongside the CIL Charging Schedule. This may be updated as necessary, through a process which is separate from the Local Plan.
The details for the CIL can be found at www.bathnes.gov.uk/CIL

Emerging policy approach

2.497 In the context of the NPPF and PPG, as well as CIL regulations 2010 (as amended), it is not considered necessary to set a new policy. B&NES Local Plan Policy IMP.1 is superseded by CIL Regulation 122.

Appendix 1

Saved Local Plan policies from the Bath & North East Somerset Local Plan (2007) that no longer serve a purpose and not proposed to be taken forward into the Placemaking Plan

Saved Local Plan policy		Reason for dispensing with the policy
CF.4	Allocation of land for new community uses	Waterford Park, Westfield: *0.83 ha for provision of community uses including community hall and recreational facilities, to include open space and equipped play area (NEAP); account to be taken of the site's nature conservation interests.* Policy redundant – the site has been developed as allotments on a long term lease to Westfield Parish Council who manage the site and the play area has been removed.
CF.5	Allocation of land for primary schools	The following sites will be no longer safeguarded for primary school use: - Oldfield Park Junior, Claude Avenue, Bath: Reservation of 0.53 ha. to allow for extension: Delete the portion of this reservation acquired through CPO and will soon be laid to playing field. - St Andrew's CE Primary, Northampton Buildings, Bath: Reservation of 0.46 ha. to allow for extension: Delete. The school has been remodelled. - St John's RC Primary, Oldfield Lane, Bath (0.74 ha.) to allow for replacement school: Delete. This land has been used for the new St John's school. - Woodborough Lane, Radstock: Reservation of 1.76 ha site to allow for development of new Primary School: Delete. This land has been used for the new Trinity Primary school. - High Littleton Primary: Reservation of 0.1 ha. to allow for provision of playing field: Delete. Purchased by Avon County Council in 1995 and incorporated into the school site. - Stanton Drew: Reservation of 0.4 ha. for new school of 80 places: Delete. No long term prospect of new school.
SR.2	Recreation Proposals	The following sites will be no longer allocated as Recreation Proposals as there is no plan for their implementation and/or they are in private ownership or have been absorbed into proposed site allocations in the Placemaking Plan as indicated

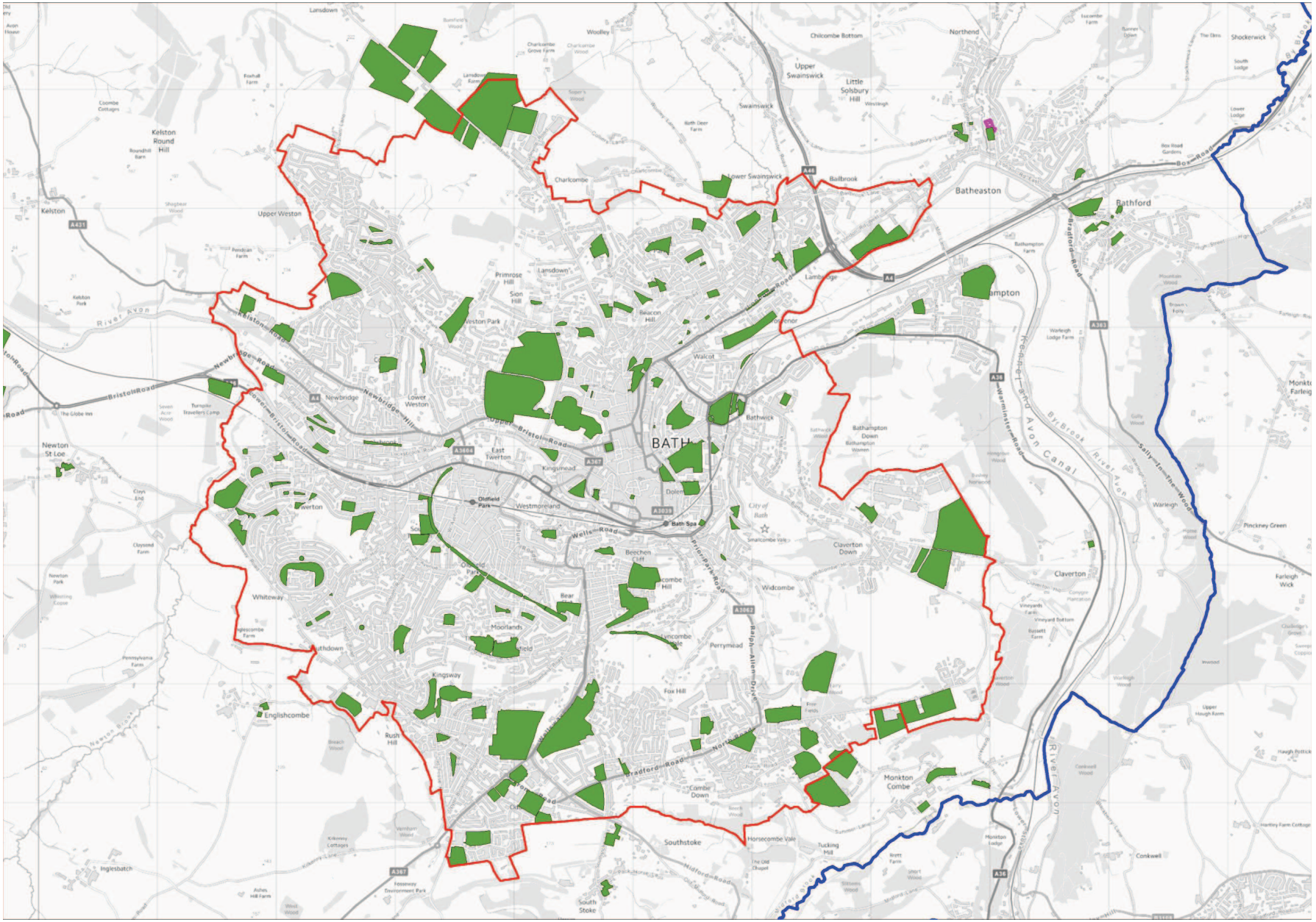
Saved Local Plan policy		Reason for dispensing with the policy
		below: 1. Manor Road, Writhlington: 7.8 ha for outdoor sports pitches and essential ancillary facilities.: in private ownership 2. Land along the Somer Valley between Midsomer Norton town centre and Radstock Road: 13.3 ha for proposed Town Park: *Site SSV3 in the Placemaking Plan Launch Document* 3. Land between Somerdale and the River Avon, Keynsham: 1.5 ha for improvements to existing provision: *no implementation plan* 4. Former swimming pool site at Clevedon Road, Welton Vale, Midsomer Norton: 1.2 ha for general amenity area: *eastern part in private ownership* 5. Slopes above Foxhills, Radstock: 2.3 ha for informal recreation: *in private ownership*
S.3	Land allocated for retail development	Allocations to be reviewed as part of the Site Allocations work – policy redundant.
S.3	Development involving gas and electricity services	Gas and electricity infrastructure mainly Permitted Development – policy redundant.
WM.9	Community composting facilities	Little call for this sort of development (only one application in the last ten years and scale/type of development can be considered within the context of other planning policies.
GDS.1	General Development Sites	Delete the following sites from the Policies Map as, unless indicated otherwise below, they have been built: <u>Bath</u> Site B12 Lower Bristol Road - *now part of the Enterprise Area* Site B14 St Mary's School Site B18 Hayesfield School Playing Field, Odd Down <u>Keynsham</u> Site K4 St Johns Court Site K3 Broadmead Lane - *superseded by allocation in Joint Waste Core Strategy* <u>Norton-Radstock</u>

Appendix 1

Saved Local Plan policy		Reason for dispensing with the policy
		Site NR15 Land at Cautletts Close Villages Site V8 Former Radford Retail System's Site, Chew Stoke Site V10 Land between Wellow Lane and the Bypass, Peasedown St John
NE.5	Forest of Avon	The designation applies district-wide and therefore no longer specifically relates to the area identified in the Forest Plan. The Forest of Avon Partnership is no longer in existence and therefore the Forest Plan is deemed defunct.
BH.8	Improvement work in Conservation Areas	Largely Permitted Development – policy is difficult to implement and justify refusal.
BH.13	Significant archaeological remains in Bath	Delete – no need for a separate policy for significant archaeological remains in Bath as this will be covered by other existing/proposed NPPF compliant Heritage Assets policy/policies
M.12	Minerals restoration site at Queen Charlton	Policy no longer required as no acceptable proposals have been submitted during the plan period and site regenerated naturally.

Green spaces in Bath FINAL *MAP TO EXCLUDE GREEN SPACE OUTSIDE BATH BOUNDARY TO AVOID CONFUSION WITH PARISH WORK*

See section on Local Green Space in the Bath chapter



Glossary

Aggregates
Sand, gravel, crushed rock and other bulk materials which are suitable for use in the construction industry as concrete, mortar, finishes or roadstone or for use as a constructional fill or railway ballast

Brownfield land or site
See previously developed land.

Community Strategy
Prepared by a Local Strategic Partnership to co-ordinate the actions of local organisations within the public, private, voluntary and community sectors with the aim of improving the social, environmental and economic well-being of its area.

Conservation Area
An area of special architectural and/or historical interest, the character or appearance of which it is desirable to preserve or enhance.

Coal bed Methane
Methane that is extracted from unworked coal seams. The extraction of coal bed methane is usually from one of two sources most commonly directional drilling along a coal seam or drilling vertically into a coal seam (making use of pre-existing fracture patterns). The water in the coal seam is pumped out to the surface with the methane following. Coal bed methane doesn't usually involve fracking as the coal seams are less dense than the shale rock. However, fracking would be required if the gas could not be extracted solely by pumping. To date in the UK there has been no commercial exploitation of coal bed methane.

Core Strategy
The long-term spatial vision and strategy for the area, including the key strategic policies and proposals to deliver that vision.

Developer Contributions
Contributions from development proposals towards the provision of infrastructure or services necessary to serve the development. This is now commonly a standard planning requirement which is typically secured by legal agreements. Contributions may be either financial or by direct provision of works or land by the developer towards facilities such as schools, affordable housing and transport improvement etc. Often referred to as Planning Obligations or Section 106 Agreements.

'Fracking'
See hydraulic fracturing.

Green Belt
Areas of land where development is particularly tightly controlled. The purposes of Green Belt are to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns from merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Green Infrastructure
The network of protected sites, nature reserves, greenspaces and greenway linkages. The linkages include river corridors**,** waterways and flood plains, migration routes and features of the landscape which are important as wildlife corridors. Green infrastructure should provide for multi-functional uses i.e. wildlife, recreational and cultural experience, as well as delivering ecological services such as flood protection and microclimate control. It should also operate at all scales from urban centres through to open countryside.

Heritage Asset
A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning

decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing). [source: NPPF]

Housing Development Boundary (HDB)
The boundary which defines that part of certain settlements within which the principle of residential development will usually be acceptable subject to compliance with policies in the Development Plan and other material considerations.

Hydraulic fracturing or 'fracking'
This process involves opening and/or extending existing narrow fractures or creating new ones (typically hairline in width) by pumping a mixture of water, sand and additives at a very high pressure down a borehole to induce fractures in the shale rock bed allowing gas (or oil) to be captured.

Infilling
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 will generally be surrounded on at least three sides by developed sites or roads.

Main Town Centre Uses
Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Material consideration
A factor which will be taken into account in reaching a decision on a planning application. It must have relevance to the purpose of planning legislation which is to regulate the development and use of land in the public interest.

National Planning Policy Framework (NPPF)
A framework which sets out the Government's planning policies for England and how these are expected to be implemented.

Policies Map
Previously referred to as the Proposals Map and illustrates geographically the policies and proposals in the Development Plan Documents (DPD) on an Ordnance Survey map. Inset Maps show policies and proposals for specific parts of the district. It will need to be revised each time a new DPD is adopted.

Previously developed land
Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time. [source: NPPF]

Primary shopping area
Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage)

Primary and secondary frontages
Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses. [source: NPPF]

Proposals Map
See Policies Map

Safeguarded Land
A greenfield site not allocated for development but excluded from the Green Belt to provide for development needs well beyond the Plan period.

Setting of a heritage asset
The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. [source: NPPF]

Settlement
Collective term for towns, villages and hamlets.

Shale Gas
Methane found in rocks deep below the earth's surface which had previously been considered too impermeable ('tight') to allow for economic recovery. The method of extraction involves hydraulic fracturing or 'fracking'.

Site Allocations
Allocation of sites for specific or mixed uses or development to be contained in Development Plan Documents. Policies will identify any specific requirements for individual proposals.

Strategic Flood Risk Assessment (SFRA)
The SFRA is a high-level assessment of the flood risk and provides essential information for the allocation of land for development and the control of development in order to limit flood risk to people and property where possible and manage it elsewhere. It provides the information needed to apply the sequential risk-based approach required in Planning Policy Statement 25 'Development and Flood Risk'.

Strategic Housing Land Availability Assessment (SHLAA)
A study intended to assess overall potential for housing development in an area, including the identification of specific housing sites with development potential over a 15 year time span.

Strategic Housing Market Assessment (SHMA)
A study intended to review the existing housing market in an area, consider the nature of future need for market and affordable housing and to inform policy development.

Sustainability Appraisal (SA)/Strategic Environmental Assessment (SEA)
A systematic and iterative appraisal process, incorporating the requirements of the Strategic Environmental Assessment Directive. The purpose of sustainability appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a local development document from the outset of the preparation process. This will ensure that decisions are made that accord with sustainable development.

Sustainable transport modes
Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport. [source: NPPF]

Town Centre
Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary

shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres. [source: NPPF]

Transport assessment
A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development. [source: NPPF]

Transport statement
A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required. [source: NPPF]

Travel plan
A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. [source: NPPF]

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ATTACHMENT 2: PLACEMAKING PLAN OPTIONS DOCUMENT - CONSULTATION PROGRAMME

The Planning Regulations require that the Council must consult each of the statutory consultees, general consultation bodies, public and business community the local plan (i.e. the Placemaking Plan) and invite each of them to make representations on its scope and content. The proposed consultation period is 24/11/2014 to 31/01/2015

PRINCIPLES TO OBSERVE

Need to ensure:

- level of consultation/engagement is reasonable and proportionate, facilitates maximum (inclusive) participation, and sufficient information is provided so participants are made fully aware of the options proposed and their wider implications
- use of Council staff and volunteers at events with the necessary expertise is maximised
- ensure compliance with the B&NES Statement of Community Involvement (Neighbourhood Planning Protocol)

Need to avoid:

- arranging too many events which becomes unmanageable and overstretches staff resources and can also lead to consultation fatigue for local communities
- undertaking unnecessary consultation exercises which don't bring added value

Method of involvement	
Publicity	
Provide information about opportunities for consultation	– Add to B&NES online consultation calendar – Council website - News Item, link to Placemaking Plan consultation webpage *[see also below under Consultation]* – News item in the Winter edition of Connect Magazine – News item and reminders via Council's weekly e-bulletin, Inform – Twitter – Local Publicity: Posters/leaflets for display on notice boards, in Council offices, community centres, sports centres, shopping centres, libraries, schools and colleges etc. – Distribute leaflets at consultation drop-in sessions *[see also below under Participation]* *For Bath, in the absence of Parish Councils, the Council will consider other means of engagement eg working with Residents Associations, FOBRA, social media, 'My Community' which is a service to help improve the levels of citizen involvement for government bodies and organisations that wish to engage and consult the public. For the Placemaking Plan Options consultation this will be used as an awareness raising exercise which will alert Bath residents and business to the consultation.*
Media (Local Press, Council publications- e.g. Council News, radio, regional TV, voluntary group newsletters, etc.) periods in local newspapers	– Prepare press release – Press briefings – Brief Cabinet Member for TV/Radio interviews
Parish/Town Council meetings	Known meeting dates: – Parish Liaison meeting: 22.10.14 – Chew Valley Forum: 20.11.14 - presentation – Keynsham Forum: 27.11.14 - presentation – Somer Valley Forum: 25.11.14 - presentation *Use Bathavon Forum (covering all parishes surrounding Bath) if set up in November 2014.*

Method of involvement	
Area notification where site allocations proposed	This could involve direct notification to properties adjoining a proposed site allocation either by letter or by leaflet/postcard drop in advance of the consultation. The latter is labour intensive and likely to require support from the community if this method is may be preferable for some sites. This could be supplemented by the distribution of posters in the vicinity of a proposed site allocation.
Consultation	
Advance notification by e-mail/letter	Mailout to all those on the LDF mailing list (includes statutory consultees, non-statutory consultees, local residents & local/national organisations) explaining the purpose of the consultation, where to view the documents, how to respond and information on events - electronic mailout except where there is no e-mail address. Separate mailout to Parish and Town Councils as above but also to publicise the availability of consultation Action Packs which will be designed for use by Parish/Town Councils and other organisations to run their own Placemaking Plan consultation events *[see also below under Participation]*
Make PMP Options consultation documents available for public viewing on the Council website	Placemaking Plan consultation webpage to include: – Explanatory text about the consultation PMP Options Document – Evidence that has informed the options – Comments forms – Sustainability Appraisal – Information on where to view the documents in person – Explanatory note about the consultation and events – Information on events arranged plus dates and venues – Contact details for further information
Make PMP Options consultation documents available for public inspection at the usual deposit stations (Riverside, The Hollies, Lewis House, all public libraries) All consultation documents will also be sent to each of the four Members Rooms.	Deposit station packs to include: – Explanatory note about the consultation and drop-on sessions – PMP Options Documents – Comments forms – Sustainability Appraisal – Where to view the evidence base underpinning the options
Participation and engagement	
Staffed public drop in sessions with displays	Area/place placed drop-in sessions, on the basis of the location of sites suggested for allocation, suggest drop-in sessions in: – Bath – Keynsham – location(s) in Somer Valley (Midsomer Norton, Radstock, Westfield) – Rural areas: location in the Chew Valley for Compton Martin, East Harptree, Hinton Blewett, West Harptree location in Bathampton/Batheaston area location(s) in Hallatrow, High Littleton, Timsbury, Temple Cloud area *Locations to be confirmed - dates and venues are dependent on availability* Display boards will be prepared for each area showing the proposed sites to be allocated with any alternatives options and development principles where prepared. Other display boards will include:

Method of involvement	
	– Development Managements policies (outlining topic areas scope of some of the key policy changes) – Information on plan preparation and process A consultation newspaper will be prepared which publishes all the display material in one document. This can be made available at the drop-session for people to take away and read at their convenience.
Events organised by other bodies to involve their local community	The Council will prepare consultation Action Packs to provide opportunities for Town and Parish Council and other bodies to arrange their own outreach activities in the local community. This would include (as appropriate): – Set of consultation documents – Comments forms – Information on how to make comments and the plan-making process – Supply of posters and postcards to disseminate in the locality to advertise the Council-led drop-in sessions – Display material relevant to the locality – List of FAQs – Feedback form for the consultation as a whole

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Bath & North East Somerset Council		
MEETING	**Cabinet**	
MEETING DATE:	**12 November 2014**	EXECUTIVE FORWARD PLAN REFERENCE: E 2696
TITLE:	**Bath City Riverside Enterprise Area Masterplan**	
WARD:	All [or list specific wards]	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Bath City Riverside Enterprise Area Masterplan – Vision Report *This very large document may be seen at public inspection points*		

1 THE ISSUE

1.1 The Bath City Riverside Enterprise Area Masterplan (the Masterplan) sets out an exciting and enduring vision to deliver the employment and homes growth envisaged in the endorsed Economic Strategy and the adopted Core Strategy. This will be achieved through "Bringing Bath City Riverside to Life" by rediscovering the River Avon, placing it at the heart of the city and creating opportunities for the growth of knowledge-based employment in a beautiful world heritage setting.

1.2 The Placemaking Plan Options Consultation, "Getting Around Bath" Transport Strategy and Enterprise Area Masterplan have been developed together as a consistent, co-ordinated and comprehensive suite of B&NES strategy and policy. Together these documents will enable positive change including economic growth, social and environmental wellbeing.

2 RECOMMENDATION

2.1 That Cabinet endorse the vision, objectives and priorities set out in the Bath City Riverside Enterprise Area Masterplan.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

3.1 The Masterplan will facilitate growth in employment floorspace within the Enterprise Area and the uplift in business rates generated form part of the West of England City Deal. Total projected business rate uplift was estimated at £111M for the Enterprise Area over the City Deal 25 year agreement period. It is important that the Council seeks to facilitate and enable the delivery of this.

3.2 The City Deal Funding itself contributes to the £500M West of England Economic Development Fund which is prioritised towards enabling infrastructure for B&NES Flagship Project within the West of England Local Enterprise Partnership – Innovation Quays. The Council will need to underwrite these projects in the event actual business rates growth in the Enterprise Area is not delivered.

3.3 A number of proposals are identified in the Masterplan however these will be the subject of detailed evaluation as they are progressed. Any proposals which could have resource

implications for the Council will be subject to the Council's corporate financial approval processes.

3.4 The cost of preparation of the Masterplan has been covered by the Revolving Development Reserve budget and has been led by the Regeneration Team. However, its preparation has required extensive cross service working and input from other Council sections. This has been covered from within existing budgets.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

4.1 Councils have the power to address the economic, environmental and social wellbeing of their area. The Masterplan Review addresses a number of considerations including: economic prosperity, equalities, sustainability, planning, public health and natural environment. The Masterplan itself is not a statutory planning document.

5 THE REPORT

5.1 The Masterplan is the spatial expression and delivery mechanism for the B&NES Economic Strategy within the defined boundary of the Enterprise Area. The vision it sets out shows leadership and acknowledges that the time has come for the riverside to play a key role in the future life of the world heritage city.

Co-ordinated Strategy Development

5.2 The purpose of the Masterplan is to guide the redevelopment of Council owned land and provide a clear direction of travel for funders, partners, developers and investors. It forms part of the evidence base for the Placemaking Plan, and has been developed alongside the "Getting Around Bath" Transport Strategy. Together these key documents will provide certainty and deliverability to ensure that the Enterprise Area delivers strategic and community objectives for those who live, work, visit or invest in Bath.

5.3 The final Vision Report (see Appendix 1) provides a co-ordinated strategy & evidence base consistent with and supportive of:

(1) Economic Strategy – endorsed by B&NES in July 2014 and the key driver;
(2) Public Services Board Vision – including Health and Wellbeing Strategy;
(3) Adopted Core Strategy and Placemaking Plan options (also being heard at this Cabinet meeting);
(4) Transport Strategy – 'Getting Around Bath' (also being heard at this Cabinet meeting);
(5) Green Infrastructure Strategy and Community Plan;
(6) Emerging River Strategy; and
(7) Leisure Strategy.

Relationship to Placemaking Plan

5.4 The Masterplan is not a statutory planning document, but forms part of the evidence base for the Placemaking Plan which will set out detailed and statutory planning policy for the Enterprise Area, providing certainty, deliverability, and ensuring that key development sites meet strategic objectives.

5.5 The Placemaking Plan will undergo public consultation as part of the statutory Plan Making process, ensuring that options are tested and that there is a robust, evidence based policy framework for Development Management decisions.

The Vision Report

5.6 Bath's riverside has witnessed huge changes along its banks: the creation of amazing architecture, the rise and fall of industry, the opening and closure of railways, and the periodic effect of flooding.

5.7 The Masterplan aims to seize on this opportunity which now exists, through the Enterprise Area, to bring Bath's riverside to life.

5.8 It recognises that water is at the centre of the identity of Bath: from the thermal spa waters which rise in the city centre, to the way in which the health giving and recreational properties of water have inspired its architecture. Bath's river corridor is a wonderful resource for the city. It forms the valley floor of the World Heritage City, and is the source of potential for future development. The masterplan identifies the potential to provide spaces for new jobs, home and spaces for leisure and play.

5.9 It identifies 5 key themes: working life, wildlife, water life, human life and parklife, which reflect the unique character and opportunity for the future and open opportunities to explore solutions with broad appeal and engagement. These themes are expressed through Key Aspirations for 11 sites including Innovation Quays, Manvers Street, Green Park and Cattlemarket/Cornmarket.

5.10 The intention is not to prejudge the outcome of the Placemaking Plan testing of options, but to inform the process, whilst providing evidence of one credible route for the delivery of development within the EA.

6 RATIONALE

6.1 A co-ordinated spatial vision for the Bath City Riverside Enterprise Area is essential for the following reasons:

(1) To facilitate delivery of B&NES corporate objectives, in particular the Core Strategy targets of 9,000 new jobs and 3,400 homes within the Central Area and Enterprise Area;

(2) To realise B&NES financial income through Business Rates Uplift via the City Deal for the West of England;

(3) Realising funding through the Local Economic Partnership, via the Economic Development Fund, Revolving Infrastructure Fund, Growth Funds, also through the Homes and Communities Agency;

(4) Co-ordinated Strategy & robust Policy Base for the realisation of corporate objectives; and

(5) Real economic benefits for the people of B&NES through GVA uplift, increase in average earnings and improved house price affordability.

7 OTHER OPTIONS CONSIDERED

7.1 The Masterplan has emerged following extensive research and consultation which considered a number of options. It is based upon significant previous work, particularly by B&NES Planning Policy on the Core Strategy and associated documents.

8 CONSULTATION

8.1 A stakeholder group was formed of those organisations and individuals who had been previously involved in the Public Realm and Movement Strategy: Creating the Canvas for Public Life in Bath, the Bath Quays Waterside project and other related projects.

8.2 A total of 63 organisations or individuals have fed into the Masterplan through the workshop process. A further 22 organisations have been involved through individual meetings/presentations and discussions. This has included key landowners, developers, property agents, Bath City College, Bath BID and the Federation of Bath Residents Associations.

Unlike the Core Strategy or Placemaking Plan (elsewhere on this agenda) the Masterplan **is not a formal planning policy document.** As such its preparation has not been required to comply with statutory consultations. However, in recognition of the importance of engaging the community from the outset in the Masterplan process, selected stakeholder engagement was undertaken at each stage as below:

STAGE	DATE	ENGAGEMENT
1. Vision and values for Enterprise Area	November 2013 – February 2014	Stakeholder workshop 1 / Stakeholder meetings

2. The “Five Lives” and key projects	February 2014 – March 2014	Stakeholder workshop 2 / Stakeholder meetings
3. Spatial Strategy Options	April 2014 – June 2014	Stakeholder meetings / Bath City Conference
4. Testing of Spatial Strategy and site specific delivery	June – August 2014	Stakeholder workshop 3 / Stakeholder meetings

8.3 Internal consultation has been extensive and included all relevant departments, Strategic Management Team, Cabinet Members, Planning Transport and Environment Policy Development and Scrutiny Panel, and individual Ward Members.

9 RISK MANAGEMENT

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

9.2 Specific risks in relation to delivery of the Masterplan are:

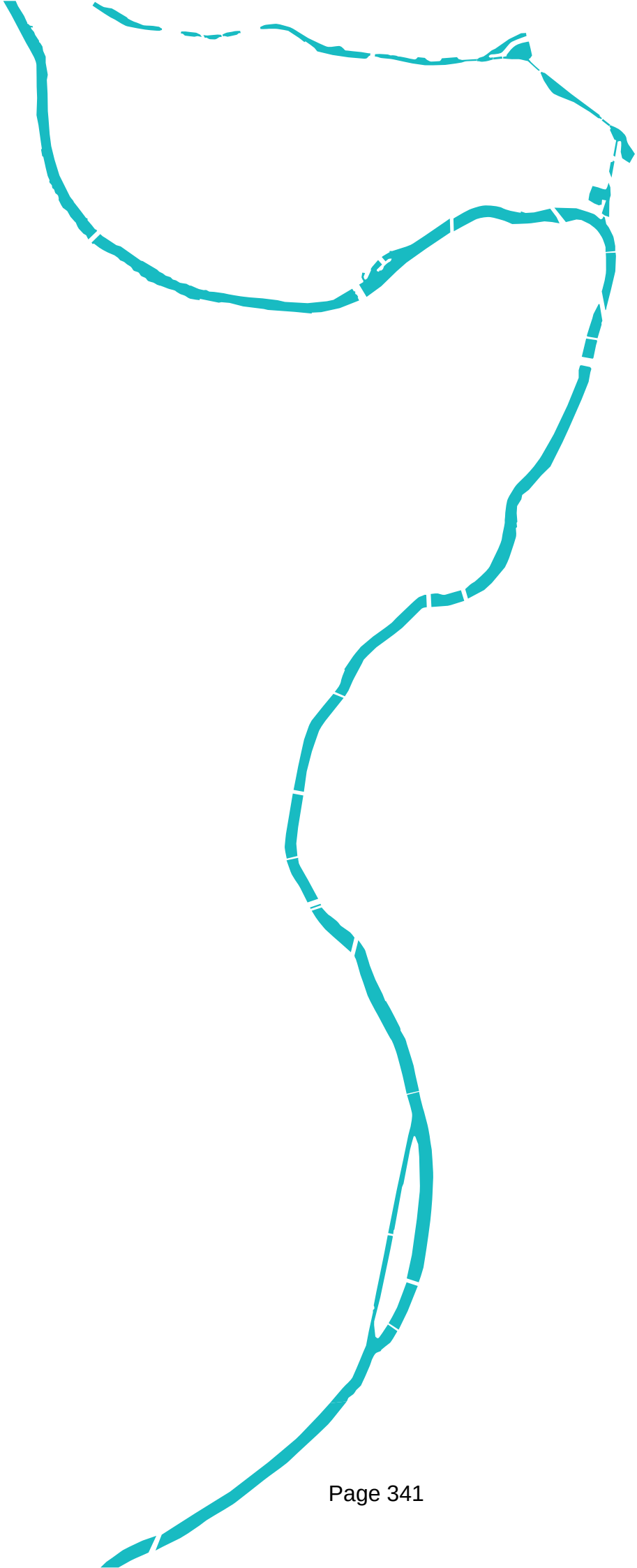
(1) Market pressures to deliver uses not compliant with the Core Strategy or emerging Placemaking Plan options, to be defended through the statutory Development Management process;

(2) Continued successful delivery of Bath Riverside as creating the conditions for growth;

(3) Successful delivery of the Bath Quays Waterside flood conveyance and public realm project, to enable the development of Innovation Quays, Manvers Street and South Bank;

(4) Delivery of the projects recommended in the “Getting Around Bath” Transport Strategy and the Bath Cycling Strategy.

Contact person	*Tim Hewitt – 01225 477552*
Background papers	*List here any background papers not included with this report, and where/how they are available for inspection.*
Please contact the report author if you need to access this report in an alternative format	

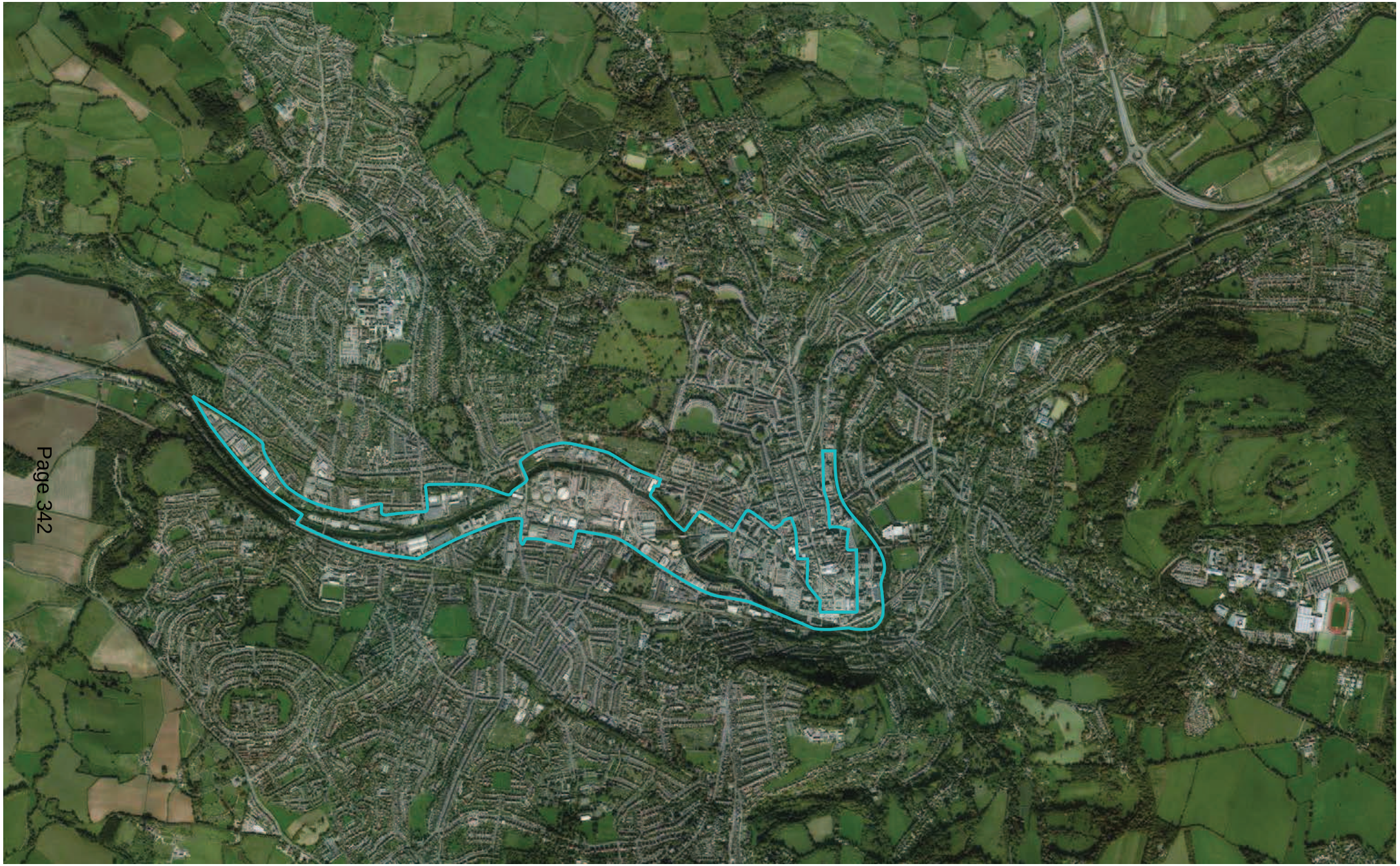


BATH CITY RIVERSIDE

ENTERPRISE AREA MASTERPLAN 2014-2029

MASTERPLAN VISION REPORT

Bath & North East Somerset Council



Bath & North East Somerset Council

Feilden Clegg Bradley Studios

grant associates

BIODIVERSITY BY DESIGN

Buro Happold

CBRE

AECOM

Thomas Lister

BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN

INTRODUCTION

Bath City Riverside Enterprise Area represents the best, and probably the only, opportunity to accommodate the growth necessary to maintain Bath as a fantastic place to live, work and play. It's on the verge of profound change, with the potential to accommodate up to **9,000 new jobs** and **3,400 homes.** It includes 98 hectares of land along the river corridor in central and western Bath, some 36 hectares of which is developable brownfield land. New employment will focus on Bath's strength in growth sectors: creative industries, professional financial and business services, information technology and software development. Overall, the Enterprise Area has the potential to increase the value of the Bath economy by **£620 million (an increase of 16%) per annum.**

The aim of the Enterprise Area is to drive employment growth. On the majority of sites the private sector will lead, and on others the public sector will invest in enabling infrastructure to facilitate private sector investment, unlocking the delivery of over £1 billion of development over the next 15 years.

Core Values

Based on the "beautifully inventive" vision for the City and working with stakeholders, we have brought together a group of overriding Core Values that the Enterprise Area should seek to deliver:

- **Quality** – of life, of place, of developers, of occupiers
- **Enterprise** – fostering knowledge, inventiveness and creativity
- **Design** – inspirational public realm, connectivity of streets, spaces and bridges, integration of form and streetscape, respect for the character of "Bathness"
- **Heritage** – architectural, urban design and landscape excellence in a World Heritage setting
- **Green** – green building, green infrastructure, walking and cycling, biodiversity and ecology
- **Water** – at the heart of Bath's identity, River Avon, spa water, Kennet and Avon Canal
- **Health and Wellbeing** – promoting leisure, the outdoors, socialising and promenading

The Big Idea: Rediscovering and reconnecting the River, **to bring Bath Riverside to Life!**

"We welcome the launch of the Bath City Riverside Masterplan. It is a clear vision and delivery framework for the sustainable economy which Bath really needs – based on the creativity, invention and quality of life for which the city is famous. The World Heritage City will not look to the past but to a contemporary and inspiring future based on bringing the City Riverside back to life. We are confident that the Masterplan sets a new and aspirational benchmark for Bath's future – economically, environmentally and socially."

Cllr Paul Crossley
Leader
Bath and North East Somerset Council

Cllr Ben Stevens
Cabinet Member for Sustainable Development
Bath and North East Somerset Council



"This is a time of significant change and there has never been a better time to invest and develop in Bath. The Council and the community share the same ambition to build on our economic strengths and to utilise our major riverside development sites to establish Bath as a world-class 21st century centre of imagination and inventiveness."



Dr Jo Farrar
Chief Executive
Bath and North East Somerset Council

"The SETsquared Centre in Bath is providing a high quality incubation service to entrepreneurial start-up businesses from the private sector and the Campus. Demand for our services is buoyant and we currently have over 50 members. I am fully supportive of any new developments in the City which will enable our entrepreneurs to flourish while building their connection to the university and grow their businesses in Bath."

Simon Bond
Innovation Director
SETsquared Partnership

"The new clarity given by the publication of the Bath City Riverside Masterplan, coupled with the recent adoption of the Core Strategy gives us confidence to progress with schemes in the Enterprise Area. Together with B&NES' investment in enabling infrastructure means for the first time in decades sites can be delivered in a timely manner."

Andrew Maltby
Director
Deeley Freed Estates

BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN

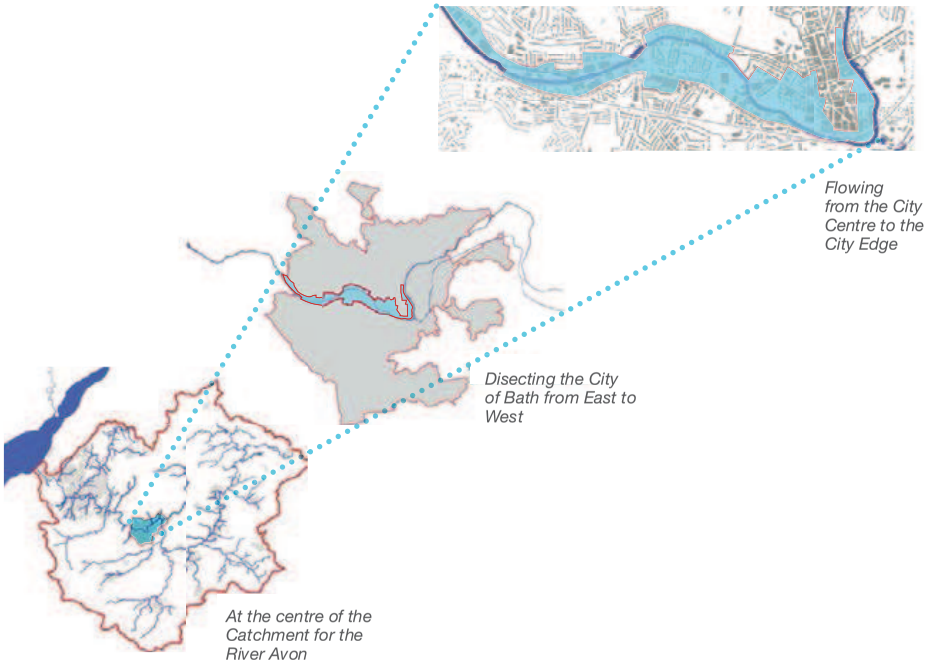
BRINGING BATH'S RIVERSIDE TO LIFE...

Water is at the centre of the identity of Bath: from the thermal spa waters which rise in the city centre, to the way in which the health giving and recreational properties of water have inspired its architecture. The slopes of Bath - which provide the catchment area of the River Avon – also provide the picturesque landscape setting of the World Heritage City.

It seems highly appropriate therefore that the regeneration of Bath's river corridor offers the key to the next series of development opportunities within the city.

Bath's river corridor is a wonderful resource for the future development of the city. Forming the valley floor of the World Heritage City it has an amazing potential to provide spaces for new jobs and homes, and spaces for leisure and play – and create a great future for both people and wildlife!

This masterplan demonstrates how Bath's Riverside Enterprise Area can provide a series of new developments to add a new chapter to the story of the city and truly bring the river corridor and its varied attributes... *to life!*









CITY OF BATH WORLD HERITAGE SITE: STATEMENT OF OUTSTANDING UNIVERSAL VALUE

The City of Bath is of outstanding universal value for the following cultural attributes:

- The Roman remains, especially the Temple of Sulis Minerva and the baths complex (based around the hot springs at the heart of the Roman city of Aquae Sulis, which have remained at the heart of the City's development ever since) are amongst the most famous and important Roman remains north of the Alps, and marked the beginning of Bath's history as a spa town.
- The Georgian city reflects the ambitions of John Wood Senior, Ralph Allen and Richard "Beau" Nash to make Bath into one of the most beautiful cities in Europe, with architecture and landscape combined harmoniously for the enjoyment of the spa town's cure takers.
- The Neo-classical style of the public buildings (such as the Assembly Rooms and the Pump Room) harmonises with the grandiose proportions of the monumental ensembles (such as Queen Square, Circus and Royal Crescent) and collectively reflects the ambitions, particularly social, of the spa city in the 18th century.
- The individual Georgian buildings reflect the profound influence of Palladio, and their collective scale, style and the organisation of the spaces between buildings epitomises the success of architects such as the John Woods, Robert Adam, Thomas Baldwin and John Palmer in transposing Palladio's ideas to the scale of a complete city, situated in a hollow in the hills and built to a Picturesque landscape aestheticism creating a strong garden city feel, more akin to the 19th century garden cities than the 17th century Renaissance cities.



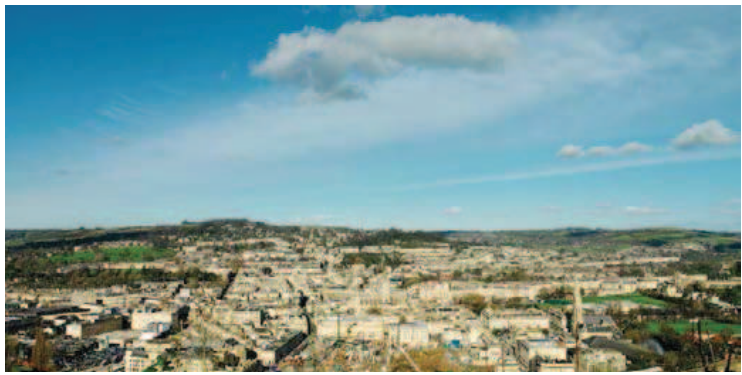


















BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN

RESPONDING TO THE WORLD HERITAGE CITY...

Bath's beauty and value have received international recognition, resulting in its designation as a World Heritage City. The regeneration of Bath's Riverside Enterprise Area provides a fantastic and unprecedented opportunity to adopt the progressive and creative principles which created the Roman and Georgian city and apply them to the dramatic post-industrial landscape along the river corridor. Creating a beautifully creative river corridor to complement the beautiful historic city centre.

UNESCO's 'Statement of Outstanding Universal Value' (OUV) identifies the importance of Bath's integration of city and landscape; creating a picturesque backdrop to social and civic life. This highlights the amazing opportunities for new city spaces which blend buildings and riverside landscape. Reinforcing the existing habitat along the river, utilising the linear form of the river to connect and combine existing communities, and offering exciting and innovative architectural possibilities.

The challenge here is to take advantage of this latent potential to create a part of the city which will be valued for centuries to come.

UNESCO OUV -

Criterion (i): Represents a masterpiece of human creative genius

"Bath's grandiose neo-classical Palladian crescents, terraces and squares spread out over the surrounding hills and set in its green valley, are a demonstration par excellence of the ***integration of architecture, urban design and landscape setting, and the deliberate creation of a beautiful city..."***

"...That the architects who followed were working over the course of a century, with no master plan or single patron, did not prevent them fromcontriving to relate each individual development to those around it and to the wider landscape, ***creating a city that is harmonious and logical, in concord with its natural environment and extremely beautiful."***

UNESCO OUV -

Criterion (ii): Exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town planning or landscape design.

"Bath exemplifies the 18th century move away from the inward-looking uniform street layouts of Renaissance cities that dominated through the 15th-17th centuries, ***towards the idea of planting buildings and cities in the landscape to achieve picturesque views and forms,*** *which could be seen echoed around Europe particularly in the 19th century. This unifying of nature and city, seen throughout Bath, is perhaps best demonstrated in the Royal Crescent (John Wood Younger) and Lansdown Crescent (John Palmer).* ***Bath's urban and landscape spaces are created by the buildings that enclose them, providing a series of interlinked spaces that flow organically, and that visually (and at times physically) draw in the green surrounding countryside to create a distinctive garden city feel,*** *looking forward to the principles of garden cities developed by the 19th century town planners."*

UNESCO OUV -

Criterion (iv): Be an outstanding example of a type of building or architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history.

"... Bath exemplifies the main themes of the 18th century neoclassical city; the monumentalisation of ordinary houses, ***the integration of landscape and town,*** *and the creation and interlinking of urban spaces, designed and developed as a response to the growing popularity of Bath as a society and spa destination and to provide an appropriate picturesque setting and facilities for the cure takers and social visitors... "*









BATH CITY IDENTITY: THE NARRATIVE

The City of Bath is internationally recognised as a masterpiece of human creative genius, a spa city with a long tradition of radical reinvention and discovery. The Bath of today was shaped by the extraordinary imagination and entrepreneurialism of our ancestors who created a city so innovative and beautiful that UNESCO designated it a World Heritage Site of outstanding universal value.

Bath is a great place to live, work, play and do business. Home to a world-class design, technology and engineering sector and two leading universities, the city offers an unbeatable lifestyle combining cultural and sporting excellence, breathtaking architecture, health spas, independent shops, markets and eateries, cycle paths and high-quality schooling, all in a remarkable countryside setting. This inspiring environment continues to attract highly-skilled and globally talented people including creatives, inventors, artisans, entrepreneurs and future-thinkers.

At a time when being nimble is so important and small has never been more beautiful, Bath is the perfect place to join an unusually high concentration of enterprising minds, unlock investment capital and share social ambition. It offers a new model of a compact, connected, collaborative city - where curiosity, playfulness, making and the fostering of talent and knowledge across all ages, backgrounds and sectors encourages individuals and enterprises to flourish for the long term.

Bath will become internationally renowned as a beautifully inventive and entrepreneurial 21st century city with a strong social purpose and spirit of wellbeing, where everyone is invited to think big – a city ready to create an extraordinary legacy for future generations.





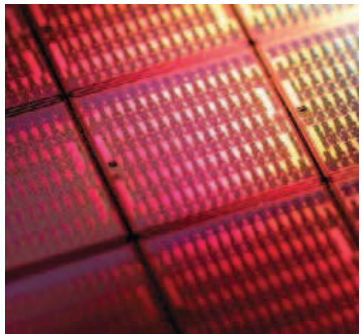














BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN

SET WITHIN A 'BEAUTIFULLY INVENTIVE' CITY...

Bath's heritage is founded on a tradition of entrepreneurship, intelligence, creativity and design excellence. Epitomised by the cities Georgian founders (Ralph Allen, Richard 'Beau' Nash and John Wood the elder) whose effective combination of progressive governance, intelligent investment, and design excellence shaped the city we experience today. This creative legacy has permeated the development of Bath's cultural, economic and commercial life ever since.

From the educational advancements developed by Sir Isaac Pitman to the pioneering approaches of heavy engineering established at Stothert & Pitt Cranemakers. From the world renowned furniture designers at Herman Millers to the internationally relevant creative agencies that currently work along its banks (some of which are contributing to this Masterplan!). The city and its riverside have always fostered a sense of creativity, enterprise and entrepreneurship.

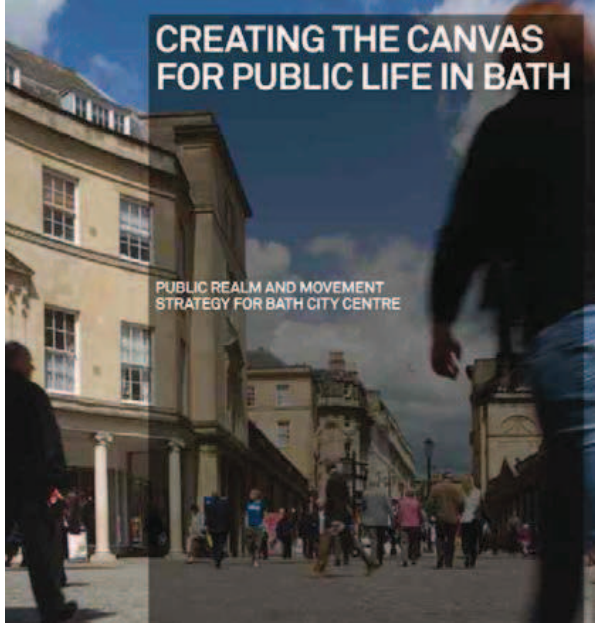
Today the city plays host to two significant universities, a rapidly growing innovation centre, numerous exciting and interesting festivals, and an abundance of important cultural institutions, all of which further this creative legacy. This legacy has been elegantly summarised in the 'Bath Story' – the story of this *'Beautifully Inventive'* city.



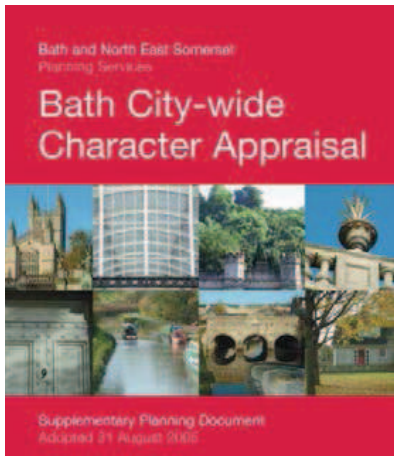

City of Bath
World Heritage
Site Setting
Supplementary
Planning Document
August 2013

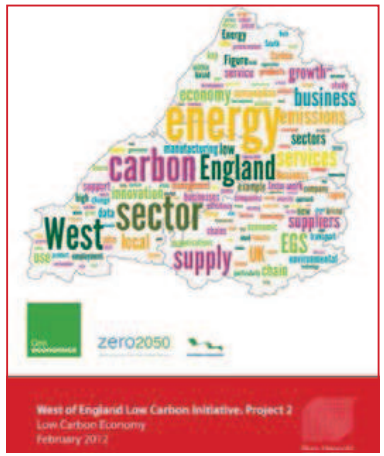

Sustainable
Construction
and Retrofitting
Supplementary
Planning Document

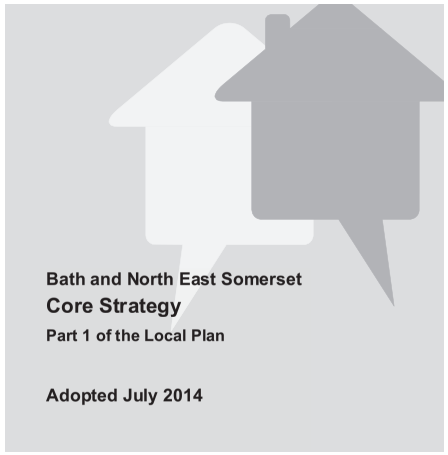

Valuing
people, place
and nature
a green infrastructure strategy
for Bath & North East Somerset


CREATING THE CANVAS
FOR PUBLIC LIFE IN BATH
PUBLIC REALM AND MOVEMENT
STRATEGY FOR BATH CITY CENTRE


Bath Western Riverside
Design Codes

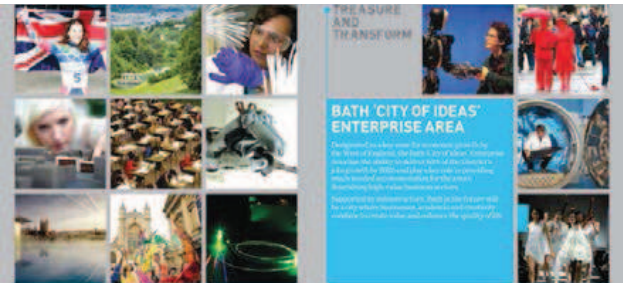

Bath and North East Somerset
Planning Services
Bath City-wide
Character Appraisal
Supplementary Planning Document
Adopted 31 August 2005


energy
carbon
England
West
sector
supply
business
growth
zero2050
West of England Low Carbon Initiative, Project 2
Low Carbon Economy
February 2012

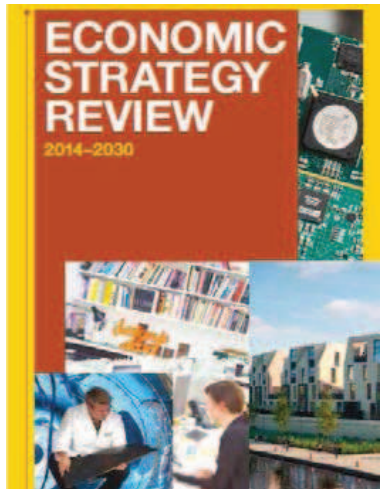

Bath and North East Somerset
Core Strategy
Part 1 of the Local Plan
Adopted July 2014


Joint Health and
Wellbeing Strategy
Bath & North East Somerset - The place to live, work and visit


Join Creative Bath!
We're here to help your creative business grow,
so join now and get involved.


TREASURE
AND
TRANSFORM
BATH 'CITY OF IDEAS'
ENTERPRISE AREA


Getting Around Bath
A Transport Strategy for Bath


ECONOMIC
STRATEGY
REVIEW
2014–2030


Bath & North East Somerset's
Placemaking Plan
Part 2 of the Local Plan
Options Document
November 2014

BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN

AN EVIDENCE BASED APPROACH...

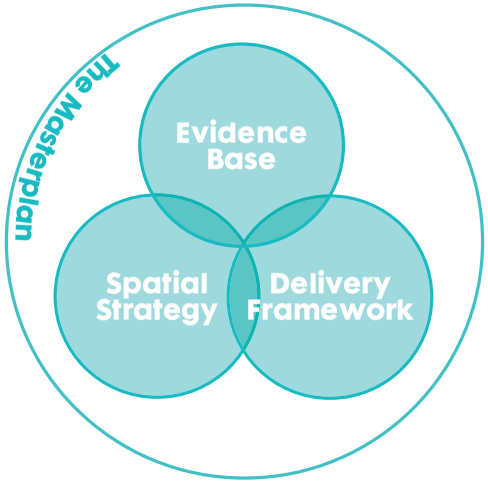
The Masterplan builds upon a broad base of information already gathered through a number of existing city projects and statutory documents. The Masterplan is firmly grounded in a robust understanding of the City through the updating of work relating to Morphology, Heritage Assets, Ecology, Sustainable Infrastructure, Low Carbon / Energy, Transport, Flooding, and Delivery.

The outputs of the Masterplan are brought together in this document:

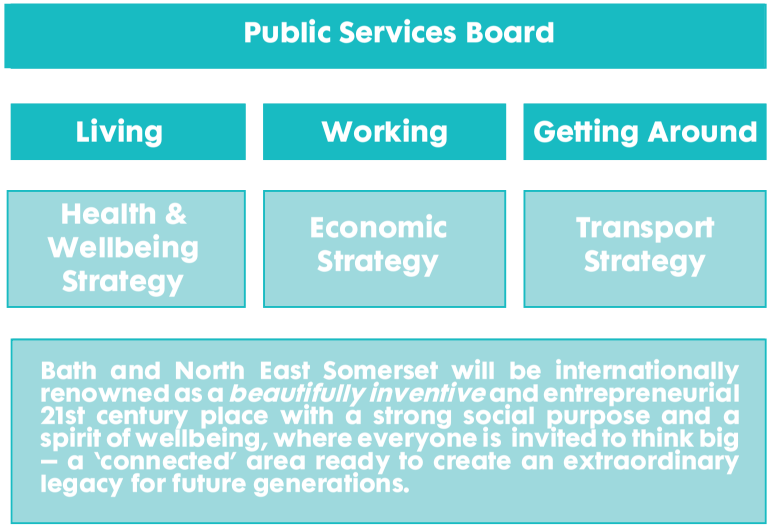
1. **Evidence Base -** Gathering and producing updated information to provide a robust basis for the spatial strategy and delivery framework.
2. **Spatial Strategy -** Drawing on the comprehensive understanding of the city the Masterplan recommends a clear spatial strategy for the Enterprise Area, highlighting opportunities to reinforce Bath's beauty, value and economy.
3. **Delivery Framework -** Building upon this spatial strategy the Masterplan sets out key recommendations for delivery, next steps and future marketing and promotion of the Enterprise Area.

Purpose and Status of the Masterplan

The purpose of the Masterplan is to provide an exciting and enduring vision for the future development of the Enterprise Area. It is intended to guide the redevelopment of Council owned land and provide a clear direction of travel for funders, partners, developers and investors. It is not a statutory planning document, but forms part of the evidence base for the Placemaking Plan which will set out detailed and statutory planning policy for the Enterprise Area, providing certainty, deliverability, and ensuring that key development sites meet strategic objectives. The Placemaking Plan will undergo public consultation as part of the statutory Plan Making process, ensuring that options are tested and that there is a robust, evidence based policy framework for Development Management decisions.



Bath Riverside Enterprise Area Masterplan: Masterplan Components.



Alignment with B&NES Overall Vision

The Public Services Board brings together senior officials from the key local public sector agencies to provide leadership and set the strategic direction for Bath & North East Somerset. It includes B&NES Council, Avon and Somerset Police, Avon Fire and Rescue, Curo Housing, NHS, Quartet Community Foundation, business and university representation.



Word cloud summarising key comments arising from stakeholder events

BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN

HOW HAVE WE CONSULTED ON THE MASTERPLAN?

The Masterplan, unlike the Core Strategy or SPD **is not a formal planning policy document.** As such its preparation is not required to comply with statutory provisions. However the Council has recognised the importance of engaging the community from the outset of the Masterplan process, with selected stakeholder engagement at each stage as below:

STAGE	DATE	ENGAGEMENT
1. Commissioning/ Briefing	Summer 2013	Urban Regeneration Panel / B&NES
2. Evidence gathering	November 2013 – February 2014	Stakeholder workshop 1 / Stakeholder meetings
3. Emerging Spatial Strategy	February 2014 – March 2014	Stakeholder workshop 2 / Stakeholder meetings
4. Spatial Strategy Options	April 2014 – June 2014	Stakeholder meetings / Bath City Conference
5. Testing of Spatial Strategy and Delivery	June – August 2014	Stakeholder workshop 3 / Stakeholder meetings
6. Approval of Masterplan	November 2014	B&NES Members (Cabinet)

- A stakeholder group was formed of those organisations and individuals who had been previously involved in the Public Realm and Movement Strategy: Creating the Canvas for Public Life in Bath, the Bath Quays Waterside project and other related projects.
- A total of 63 organisations or individuals have fed into the Masterplan through the workshop process. A further 22 organisations have been involved through individual meetings/ presentations and discussions.
- A Health Impact Assessment was carried out on the draft Masterplan, with particularly strong support for the key themes on pp 16 – 21.

Stakeholder Events

- 3 events were held for invited stakeholders, and an open event consisting of exhibition boards and other media took place at the Bath City Conference:
- 26th Feb – Workshop 1 – the vision, values and overarching themes for the entire EA
- 26th March – Workshop 2 – the “5 lives” (themes) and their delivery through each quarter of the EA
- 30th April – Bath City Conference - coordinated with both the Placemaking Plan, Bath Quays Waterside and the Getting Around Bath Transport Strategy
- 8th July – Workshop 3 – specific delivery aspects of each site (e.g. Manvers Street, Innovation Quay)

Stakeholder Specific Sessions

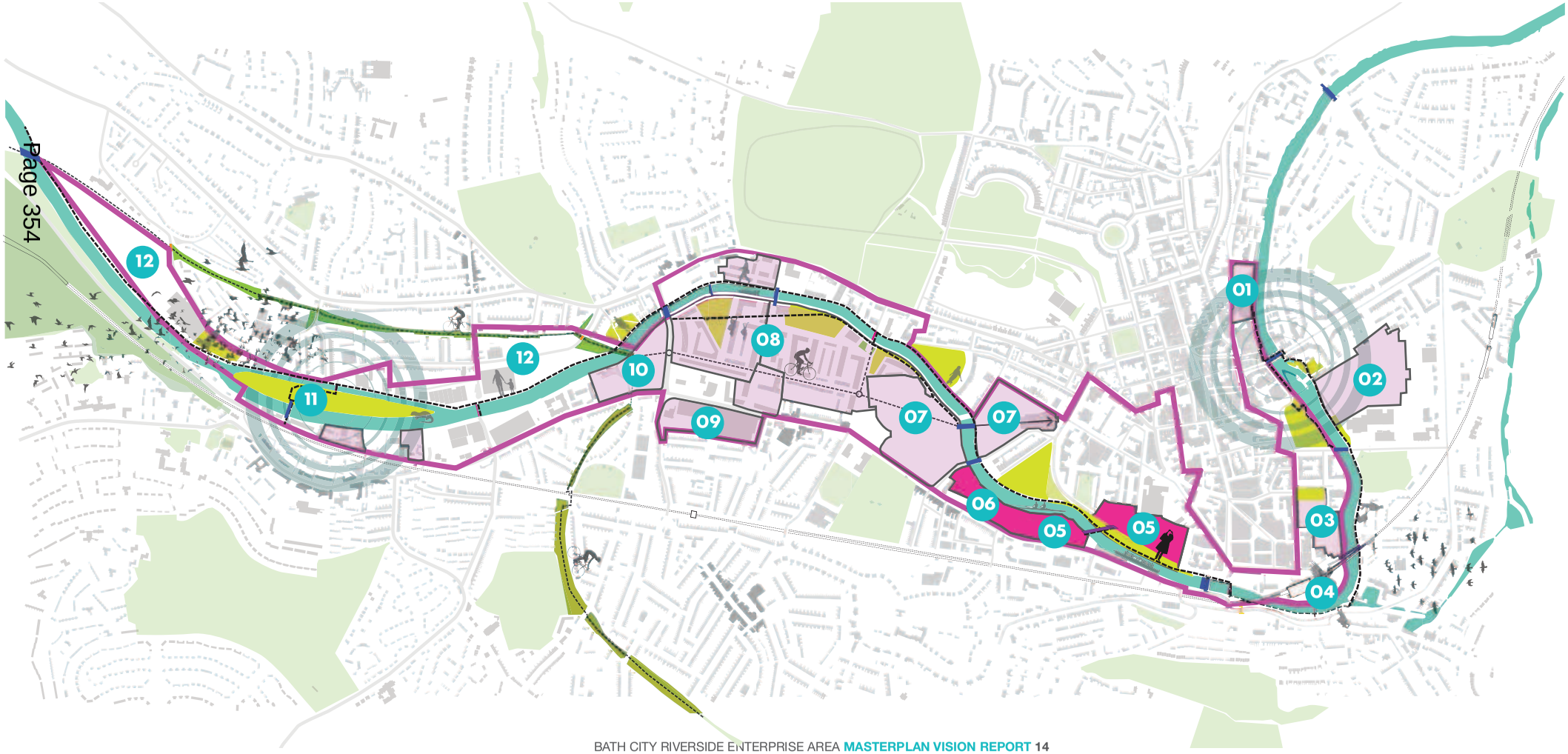
- Stakeholder sessions have also been held with: University of Bath, Bath City College, Federation of Bath Residents, Bath Bridge, Bath BID, Sustrans and others.
- Young people have been consulted through two projects run by local students. Working with Fielden Clegg Bradley, the MyBathMyCity team engaged over 300 18 to 25 year olds. Working with Buro Happold, the SMART City Project has helped inform the Masterplan evidence base.
- Key landowners and private sector developers have been involved, including Bath property agents. Engagement is ongoing and related to specific sites, for example Green Park and Manvers Street.

Want to know more?

- The process, outputs of the workshops and what happens next are all available on the Council’s website: www.bathnes.gov.uk/enterprisearea and the Invest in Bath website: www.investinbath.co.uk
- You can also sign up to regular e-newsletters and get involved in future events where we will need your views on how best to successfully deliver the exciting projects which will bring Bath City Riverside to life!

Placemaking Plan Options

- Full public consultation will be carried out through the Placemaking Plan Options including all local groups.
- There will also be public consultation on individual sites through the statutory planning application process.


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BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN

KEY SITES

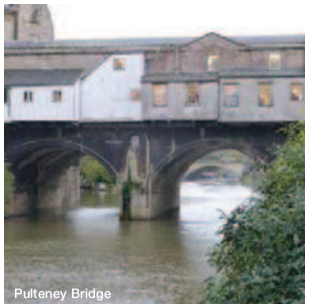
Opportunities for change are contained within a series of development sites along the river corridor. The status of these sites varies according to their respective conditions, uses, ownerships, and tenancies meaning that delivery is neither linear nor simple. The Masterplan defines a phased programme and the actions required to successfully bring forward the vision for each site.

Running from West to East, with the flow of the river, these sites include:

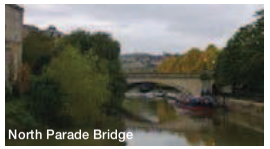
01 The Cattlemarket and Cornmarket
02 The Rec and Pulteney Weir
03 Manvers Street
04 Bath Spa Train Station / Widcombe Lock
05 North & South Quays
06 South Bank
07 Green Park
08 Bath Riverside
09 Bath Press
10 Roseberry Place
11 Weston Island
12 Locksbrook & Brassmill Trading Estate


The Cattlemarket

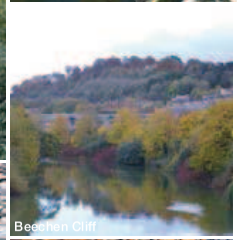

The Cattlemarket Car Park


Pulteney Bridge

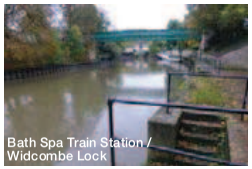

The Rec

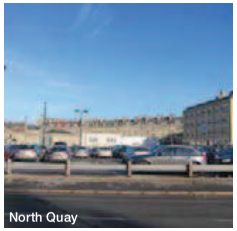

North Parade Bridge


Skew Bridge

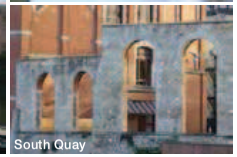

Beechen Cliff


Manvers Street


Bath Spa Train Station / Widcombe Lock


North Quay


South Quay


South Quay


Green Park Station


Green Park Railway Bridge

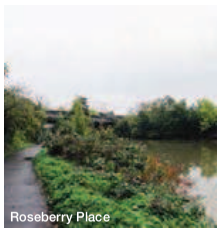

Green Park Station


Bath Riverside


Bath Riverside


Destructor Bridge


Bath Press


Roseberry Place

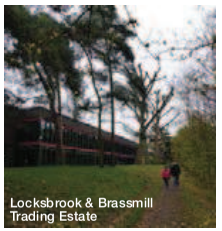

Locksbrook Riverside


River Footpath


Lower Bristol Road


Weston Island


Weston Island Footbridge

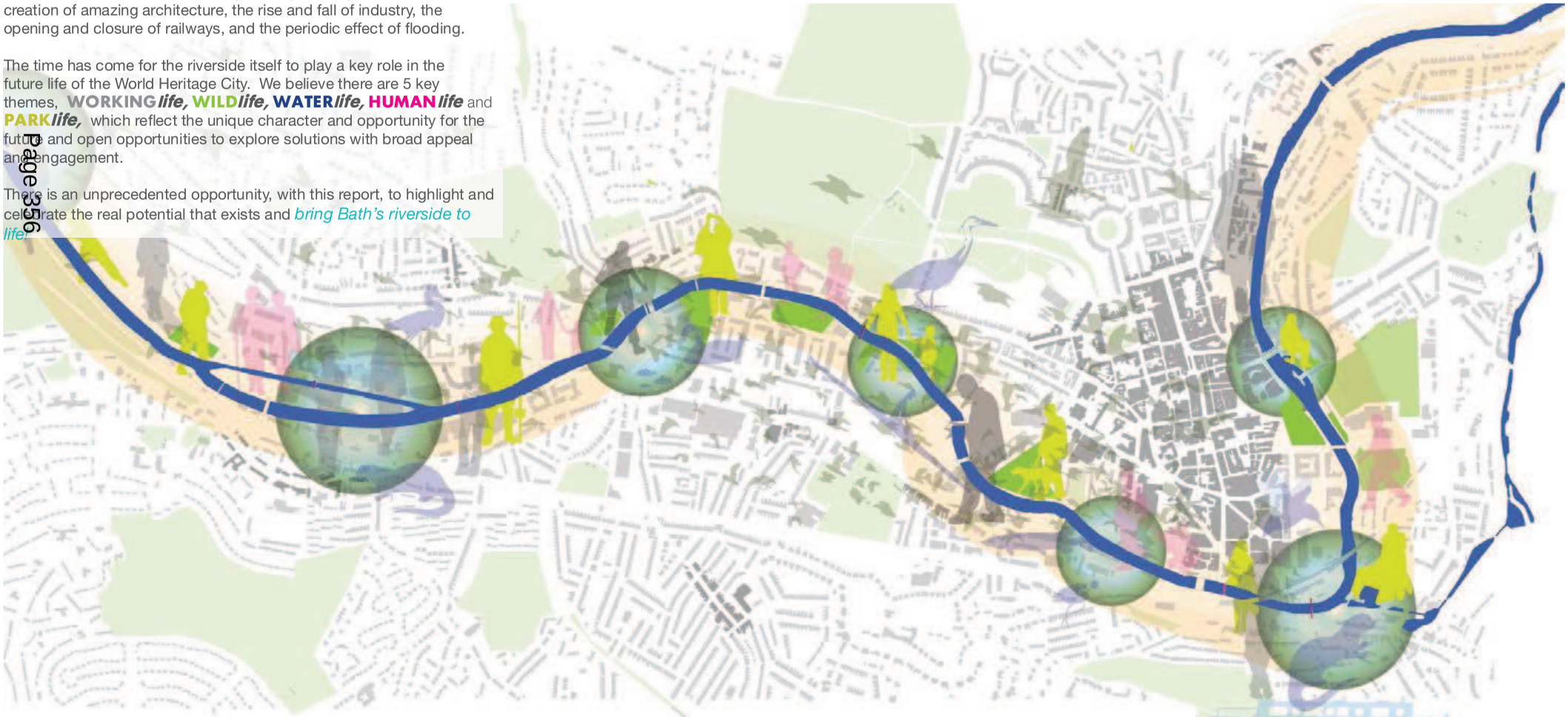

Locksbrook & Brassmill Trading Estate

RIVERSIDE*life*
Employment, Commercial, Industrial, Retail

Bath's riverside has witnessed huge changes along its banks: the creation of amazing architecture, the rise and fall of industry, the opening and closure of railways, and the periodic effect of flooding.

The time has come for the riverside itself to play a key role in the future life of the World Heritage City. We believe there are 5 key themes, **WORKING*life*, WILD*life*, WATER*life*, HUMAN*life*** and **PARK*life*,** which reflect the unique character and opportunity for the future and open opportunities to explore solutions with broad appeal and engagement.

There is an unprecedented opportunity, with this report, to highlight and celebrate the real potential that exists and *bring Bath's riverside to life!*



BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN

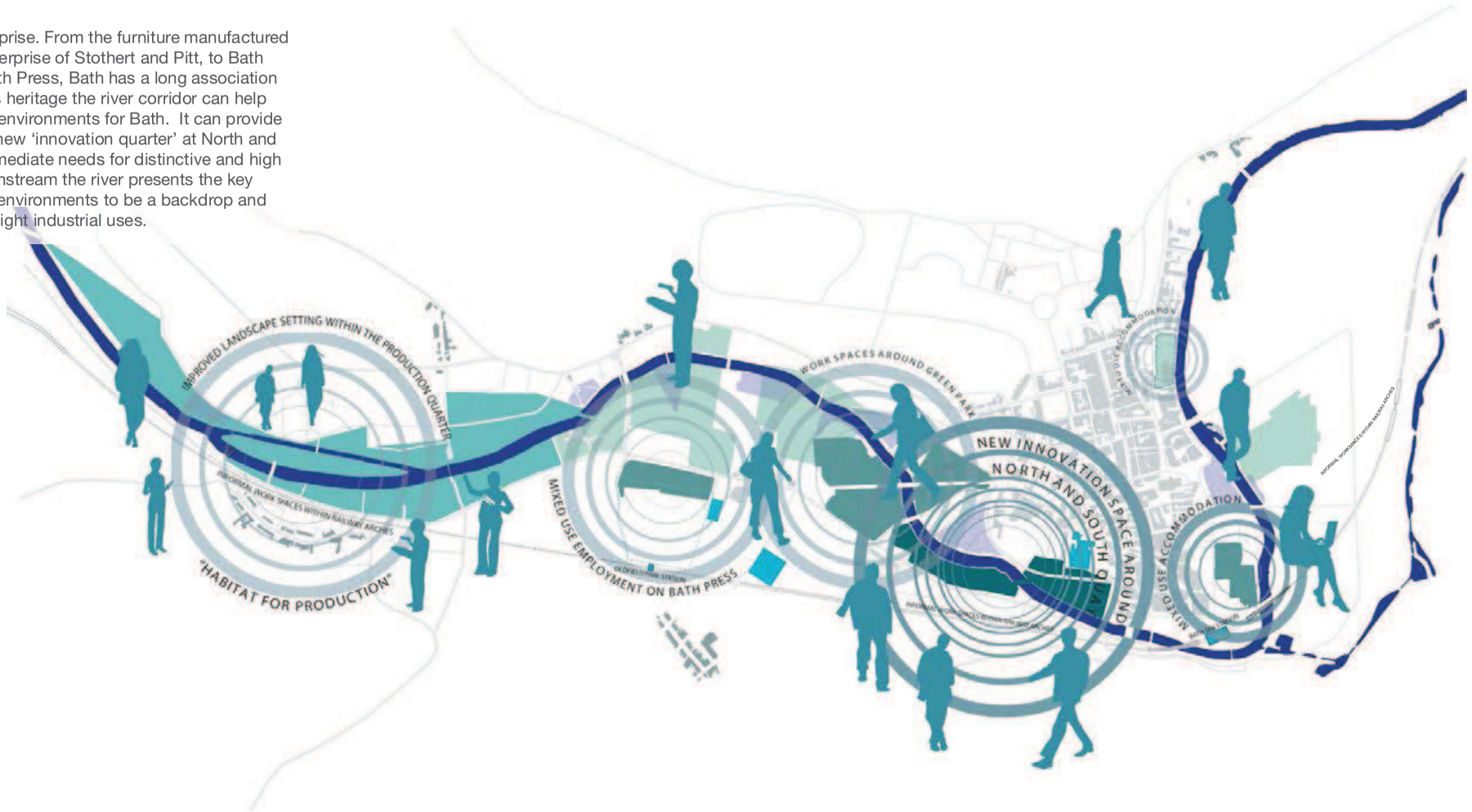
WORKING*life.*
Employment, Enterprise, Education, Commercial, Industrial, Retail

Bath's history is founded on enterprise. From the furniture manufactured by Herman Miller to the heavy enterprise of Stothert and Pitt, to Bath Cabinet Makers and Pittman's Bath Press, Bath has a long association with enterprise. Building upon this heritage the river corridor can help to provide excellent new working environments for Bath. It can provide a central component in the city's new 'innovation quarter' at North and South Quays to help meet the immediate needs for distinctive and high quality office space. Further downstream the river presents the key opportunity for wonderful natural environments to be a backdrop and setting for commercial, retail and light industrial uses.





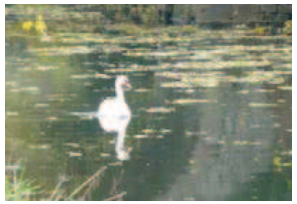




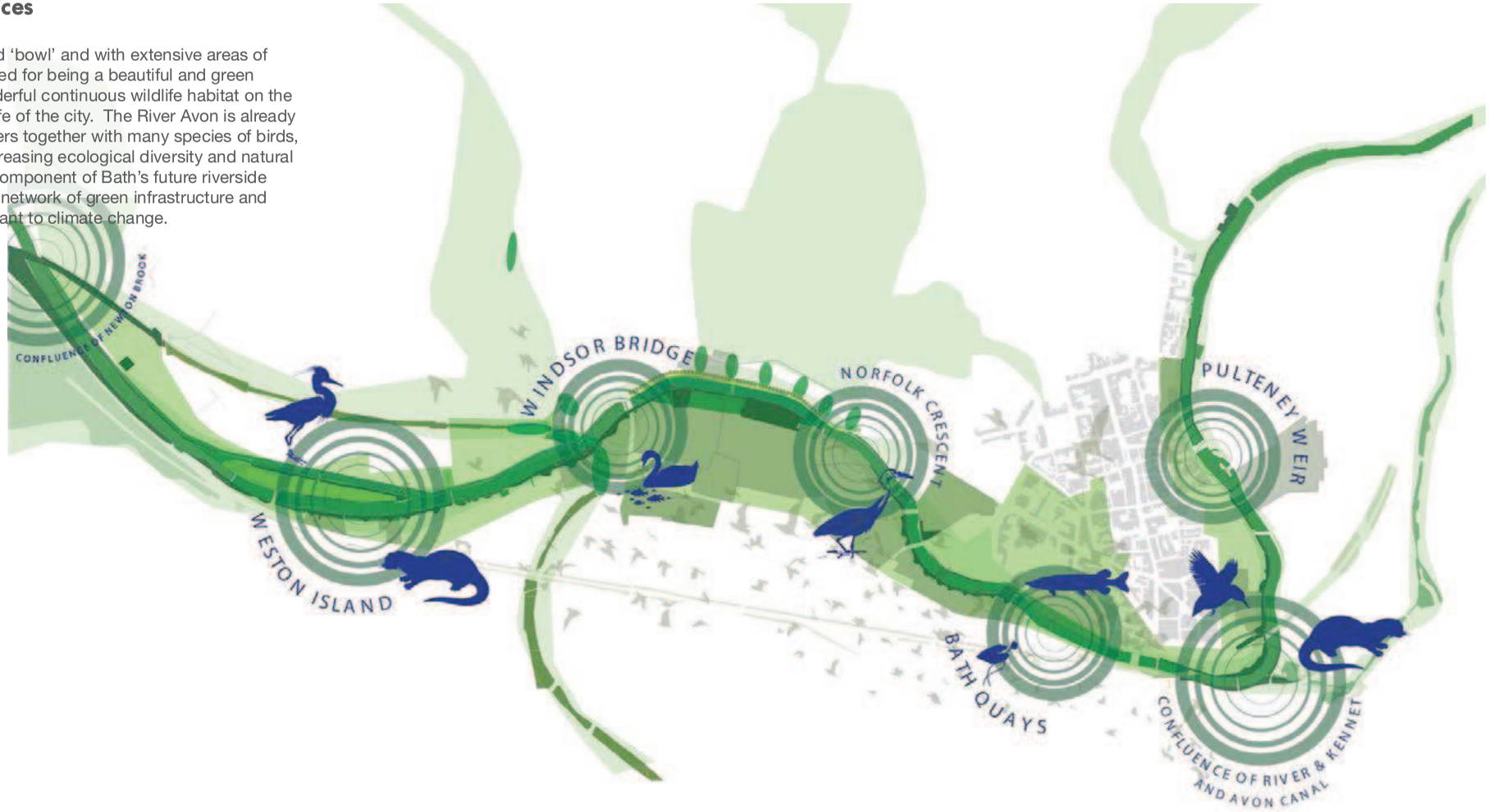
WILDlife.
Habitat, Biodiversity, Key Species, Contact with Nature, Ecosystem Services

As a city set within a landscaped 'bowl' and with extensive areas of mature parkland Bath is renowned for being a beautiful and green city. The river corridor is a wonderful continuous wildlife habitat on the valley floor which enriches the life of the city. The River Avon is already inhabited by kingfishers and otters together with many species of birds, bats and freshwater fish. Its increasing ecological diversity and natural beauty can provide an integral component of Bath's future riverside character. This will connect the network of green infrastructure and enable the area to be more resilient to climate change.









BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN

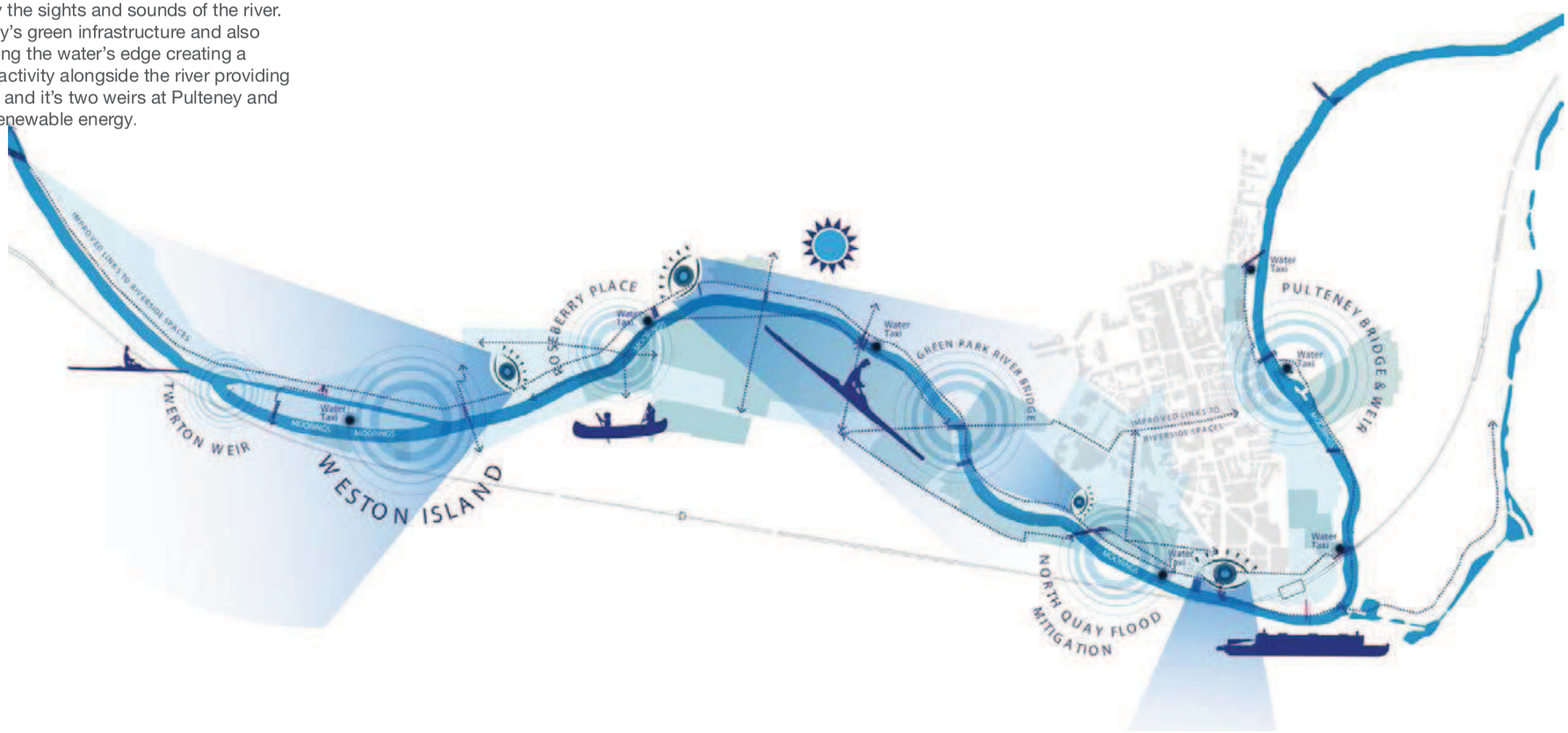
WATER*life.*
Sight And Sound Of The River, Boating, Living On The River, Spa, Safe Access For All, Leisure

The river presents a great opportunity to ignite life along the riverside! Bath's riverside has great potential to provide spaces where people can get closer to the water to enjoy the sights and sounds of the river. It offers a new connection in the city's green infrastructure and also presents opportunities for living along the water's edge creating a sense of community, vibrancy and activity alongside the river providing safe access for all. The River Avon and it's two weirs at Pulteney and Twerton provide opportunities for renewable energy.









HUMAN*life.*

Culture, Housing, Community, Shopping, Health & Well Being

Humanity is at the very foundation of the city of Bath. The Roman Spa, rich in life enriching mineral waters, the Georgian city's enduring appeal as an alternative location balancing a rich quality of life with commerce and cultural diversity. Described as "one of the most beautiful and pleasurable urban environments in the world" it is the appeal of the city that underpins the potential to drive the demand for enterprise.









BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN

PARK*life.*
Recreation, Leisure, Walking, Cycling, Fishing, Looking, Meeting

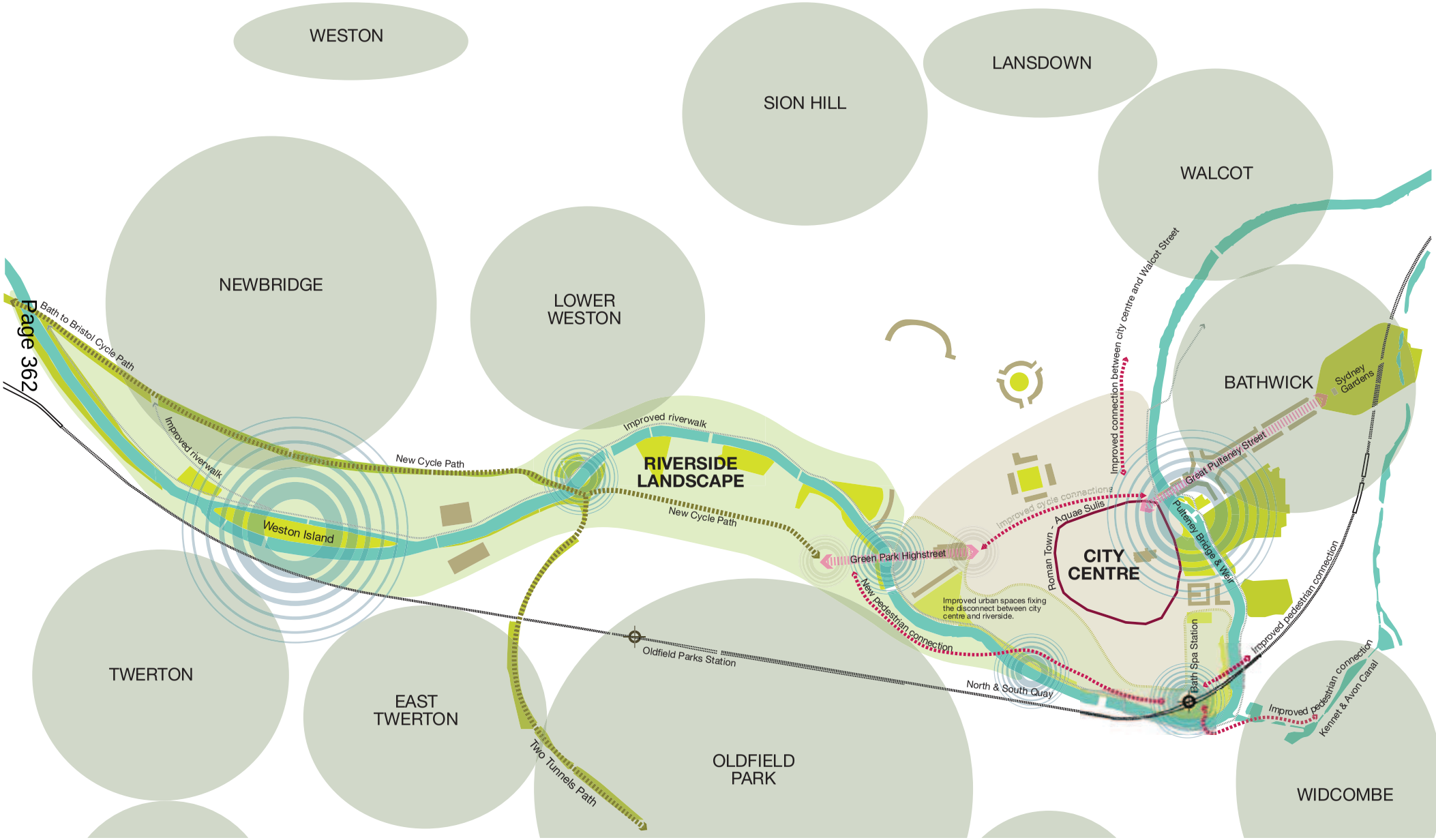
The sense that the River Avon is the central uniting thread that binds together all the public spaces together in one long linear park is a persuasive proposition which has the potential for much wider appeal. The riverside creates a wide range of opportunities to continue the tradition of enjoying leisure time in Bath. Connecting established cycling and walking routes, it offers a place to take a stroll, go for a bike ride, enjoy a picnic, explore and learn something. It's packed with diverse opportunities for playtimes!










WESTON
SION HILL
LANSDOWN
WALCOT
NEWBRIDGE
LOWER WESTON
BATHWICK
Sydney Gardens
Bath to Bristol Cycle Path
Improved riverwalk
New Cycle Path
Weston Island
Improved riverwalk
RIVERSIDE LANDSCAPE
New Cycle Path
Green Park Highstreet
Improved urban spaces fixing the disconnect between city centre and riverside.
New pedestrian connection
Improved connection between city centre and Walcot Street
Improved cycle connections
Roman Town - Aquae Sulis
CITY CENTRE
Great Pulteney Street
Pulteney Bridge & Weir
Bath Spa Station
Improved pedestrian connection
Improved pedestrian connection
Kennet & Avon Canal
Oldfield Parks Station
North & South Quay
TWERTON
EAST TWERTON
Two Tunnels Path
OLDFIELD PARK
WIDCOMBE

BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN

MASTERPLAN PROPOSALS

To achieve the aspiration of "bringing the riverside to life" a series of recommendations have been identified which will reinforce Bath's exceptional quality of life, promote Bath's 21st Century creative economy, improve connectivity along the river corridor, and create a vibrant ecological and cultural river habitat. These include:

01 **Understand the river corridor as a linear landscape and "plant buildings into this landscape" to connect to the UNESCO statement of Outstanding Universal Value and reinforce Bath's status as a World Heritage City.**

02 **Reveal and express the industrial heritage of the river corridor to provide a backdrop for contemporary workspaces, connecting the legacy of labour to a new era of enterprise, economy and employment for the communities around Bath.**

03 **Create an effective mix of workspaces along the river corridor to provide employment space for both locally grown and imported businesses of varying sizes. This mix should provide space for creative groups interested in reinforcing Bath's fantastic reputation as a 'beautifully inventive' city.**

04 **Repair and reconnect the city centre with its riverside spaces, making the most of the riverside landscape for visitors and residents.**

05 **Create improved cycling infrastructure to release the riverside as an attractive "River Walk", connecting Bath's surrounding communities with the city centre. This will provide a fun alternative to Bath's popular "Skyline Walk".**

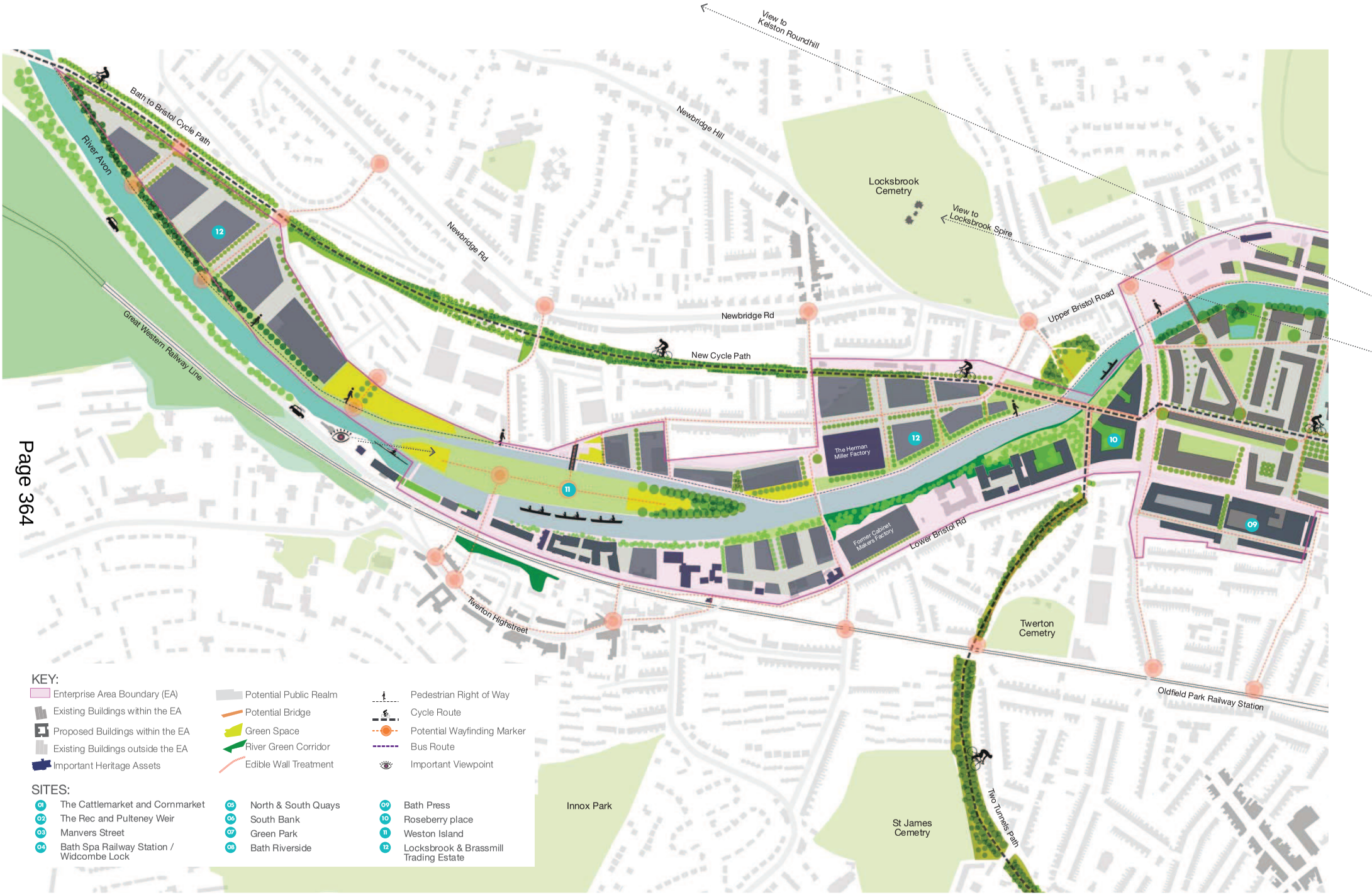
06 **Link North & South Quay to create a new quarter of the city focussed upon innovation and enterprise. Utilising the flood mitigation works and improved public realm along the river to create fun and vibrant river spaces.**

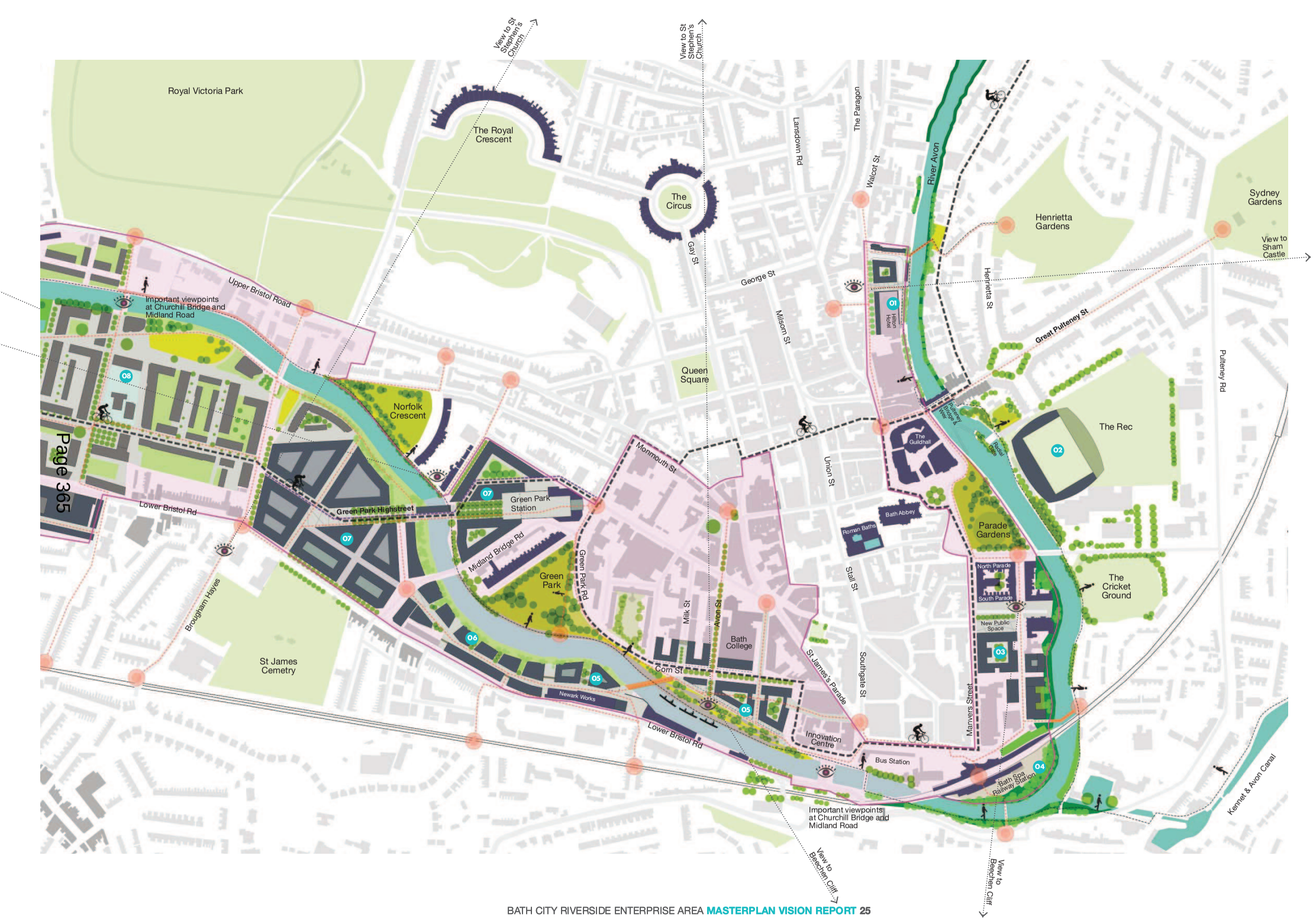
07 **Create an improved entrance into the city centre along 'Green Park Highstreet', following the line of the historic Midland Railway Line.**

08 **Improve and reinforce the natural habitat along the riverside to create an ecological corridor running through the heart of the city.**

09 **Make all existing and proposed bridges useful, increasing effective connections across the river.**

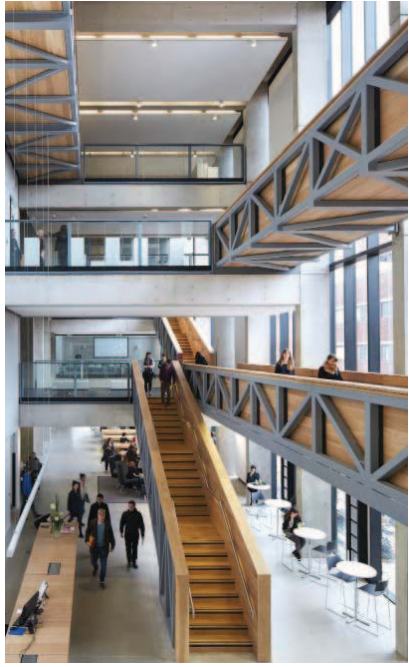
10 **Create focussed spaces for leisure at important nodes along the river bookended by notable moments at Pulteney Bridge and Weston Island.**


View to Kelston Roundhill
Bath to Bristol Cycle Path
River Avon
Newbridge Hill
Locksbrook Cemetery
View to Locksbrook Spire
Newbridge Rd
Upper Bristol Road
Great Western Railway Line
New Cycle Path
The Herman Miller Factory
Former Cabinet Makers Factory
Lower Bristol Rd
Twerton Highstreet
Twerton Cemetery
Oldfield Park Railway Station
Innox Park
St James Cemetry
Two Tunnels Path
KEY:
Enterprise Area Boundary (EA)
Existing Buildings within the EA
Proposed Buildings within the EA
Existing Buildings outside the EA
Important Heritage Assets
Potential Public Realm
Potential Bridge
Green Space
River Green Corridor
Edible Wall Treatment
Pedestrian Right of Way
Cycle Route
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Royal Victoria Park
The Royal Crescent
The Circus
View to St Stephen's Church
View to St Stephen's Church
Lansdown Rd
The Paragon
Walcot St
River Avon
Sydney Gardens
Henrietta Gardens
View to Sham Castle
Gay St
George St
Milsom St
Henrietta St
Great Pulteney St
Pulteney Rd
Upper Bristol Road
Important viewpoints at Churchill Bridge and Midland Road
Queen Square
Norfolk Crescent
Monmouth St
Union St
The Guildhall
Pulteney Bridge & Weir
Roman Spa
The Rec
Lower Bristol Rd
Green Park Highstreet
Green Park Station
Midland Bridge Rd
Green Park
Green Park Rd
Roman Baths
Bath Abbey
Parade Gardens
North Parade
South Parade
New Public Space
The Cricket Ground
Brougham Hayes
St James Cemetry
Milk St
Avon St
Bath College
Stall St
Southgate St
St James's Parade
Manvers Street
Corn St
Newark Works
Lower Bristol Rd
Innovation Centre
Bus Station
Bath Spa Railway Station
Kennet & Avon Canal
Important viewpoints at Churchill Bridge and Midland Road
View to Beechen Cliff
View to Beechen Cliff
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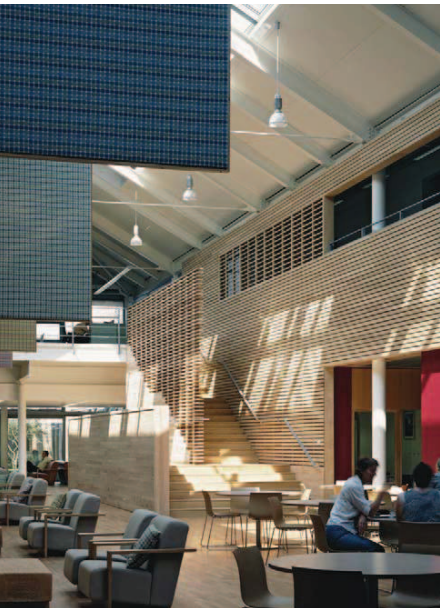












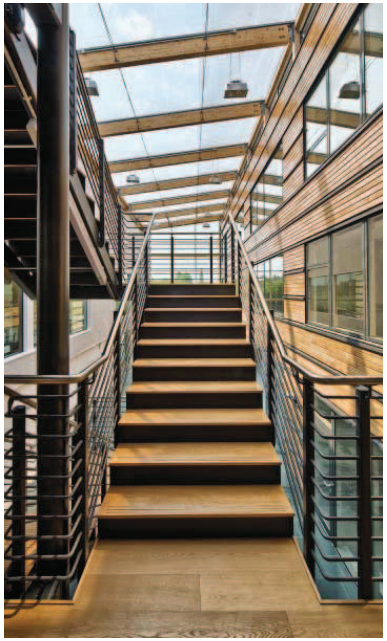





















THE FILLING STATION

CATTLEMARKET & CORNMARKET / MANVERS STREET / PULTENEY WEIR / BATH REC

The City Riverside is where the River Avon meets Bath's historic city centre. With key buildings and spaces like Pulteney Weir, the Recreation Ground and Parade Gardens it is a series of special spaces at the very heart of historic Bath.

Within the Enterprise Area there are a number of key development sites for the future including:

The **Cattlemarket** is an outstanding opportunity to re-connect Bath's 'artisan quarter' of Walcot Street with the city centre to the south. It creates the potential for the introduction of new commercial and retail uses whilst strengthening the streetscape and repairing historic structures in this critical location. There is also the opportunity to create new pedestrian access both to and across the river.

South of Pulteney Bridge the Masterplan area anticipates the improvement of the riverside public realm spaces around **Pulteney Weir** through the replacement of the radial flood gate, along with riverside improvements as part of the **Recreation Ground** project.

On **Manvers Street** there is an exciting opportunity to repair the streetscape and provide a delightful civic setting for the prominent and historic St John's Church. The masterplan proposes a new street connecting Duke Street with Brunel's railway station and a series of new mixed use buildings to complement John Wood's South Parade and provide much-needed new accommodation in the city centre.



BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN

KEY ASPIRATIONS FOR SITES

CATTLEMARKET AND CORNMARKET- This site will:
- Improve connections between Walcot Street to the city centre by providing continuous street frontages and resolving the relationship to the Hilton Hotel.
- Integrate active ground floor uses
- Improve the pedestrian environment through intimate connections to the river and reducing vehicular crossings.
- Re-establish a positive relationship with the river. Repair and reopen the riverside walkway as part of the Walcot River Path.
- Reintegrate and reinvigorate the historic Cornmarket building
- Respect the historic character and surrounding building heights
- In the long term, build a new bridge allowing access to Henrietta Gardens from the city centre.

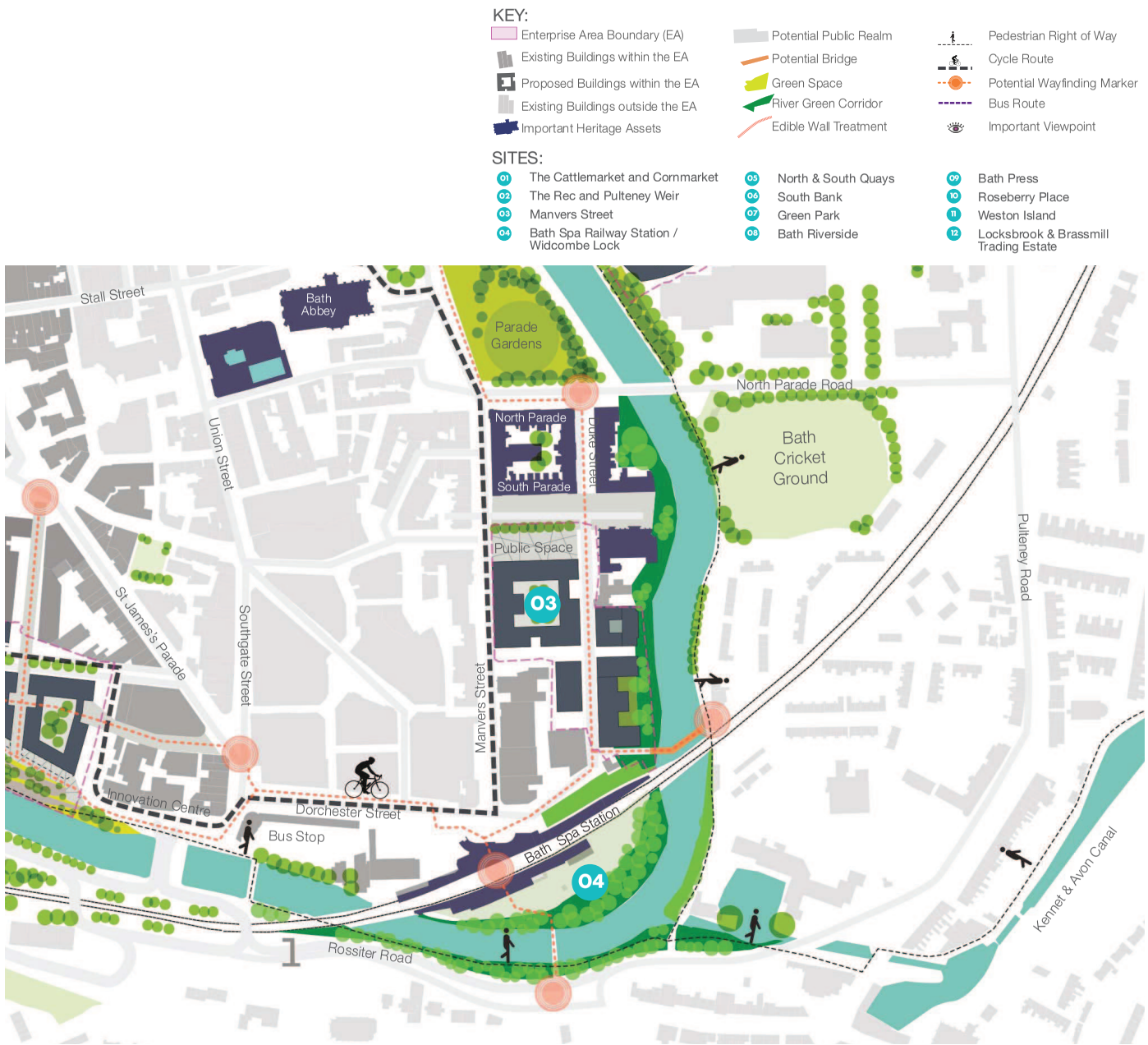
GRAND PARADE - This site will:
- Create new spaces for leisure within the Grand Parade & Undercroft

RADIAL GATE- This site will:
- Replace the Radial Gate and surrounding public realm.

BATH REC
- Provide a new home for Bath Rugby on The Rec.

MANVERS STREET - This site will:
- Deliver significant employment space fronting Manvers Street, with a mix of uses to the riverside
- Introduce a new public space creating an improved setting for St John's Church and John Wood's South Parade.
- Design and build an important new building to the south of this public space which responds to the scale, massing, and form of South Parade.
- Frame views to Beechen Cliff along Manvers Street and create a new vista along Duke Street.
- Create new accessible riverside spaces in the heart of the city.
- Introduce a new bridge crossing attached to St James Railway Bridge.

BATH SPA / WIDCOMBE LOCK - This site will:
- Create an improved ecological habitat, public realm and signage to the south of Bath Spa Train Station and at Widcombe Lock to transform this key gateway for local residents and visitors alike.



INNOVATION QUAYS

North and South Quays present a unique and exciting opportunity to create **an inspiring new commercial quarter where creativity and inventiveness can flourish.** Innovation Quay will be a contemporary and distinctive expansion of the city centre reconnected to the riverside by the Bath Quays Waterside project.

The riverside will be remodelled to create an exceptional waterfront destination setting where exciting new workspaces and commercial uses can come together.

The vision for North Quay focusses on **mending the relationship between the city centre and the riverside:** establishing new street typologies, with Corn Street and Avon Street pulling the greenery of the river corridor into the city centre and new pedestrian connections to St James Parade and Somerset Street responding to the scale and form of the historic quayside streets.

Proposals for South Quay will focus upon **the creative reuse of the historic industrial buildings of Newark Works** and the formation of new 'landmark' buildings on the bend of the river which benefits from views from Churchill and Midland Bridge. North & South Quay will be connected with a new bridge creating the opportunity for a fun, riverside structure.

KEY ASPIRATIONS FOR SITES

NORTH & SOUTH QUAYS- This site will:

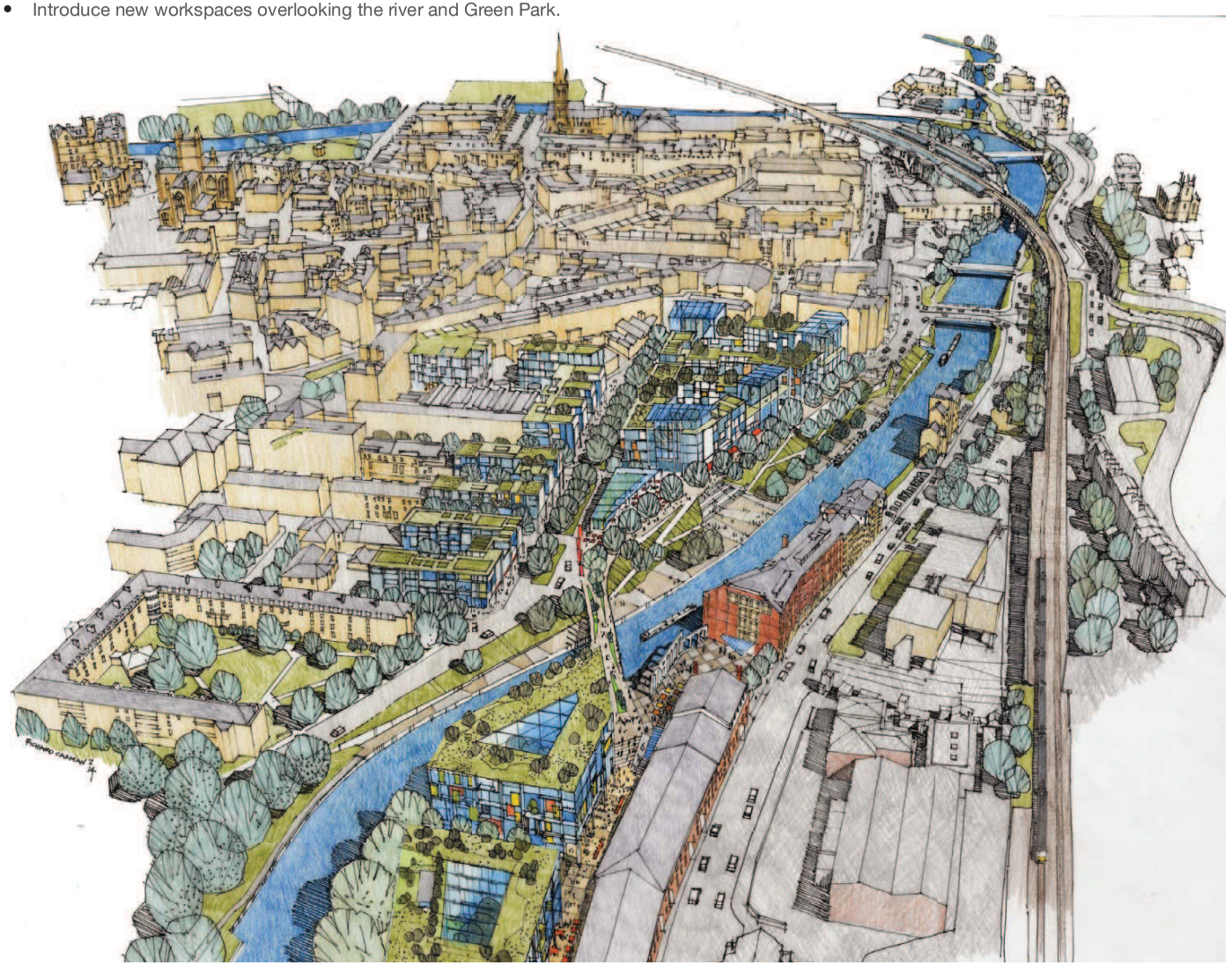
- Deliver the Innovation Quay concept as the flagship employment destination for the City:
  - up to 300,000 sq ft employment space (office, creative workspace, business innovation)
  - up to 3,000 new jobs in target sectors prioritised by Economic Strategy supporting uses such as residential, retail and hotel

To create a canvas on which to flourish, Innovation Quay will:

- Create a riverside boulevard above a terraced series of public spaces leading down to the river integrating opportunities for assembly, recreation, play and events.
- Create new street typologies and frontages with a street pattern to connect existing streets with a successfully expanded city centre.
- Introduce underground car parking and relocate existing coach parking.
- Introduce a new architectural identity to the riverside: a twenty-first century 'Creative Genius'.
- Introduce a new bridge (river flow: people flow)
- Introduce new leisure facilities and opportunities for play within the heart of the city.
- Sensitive reuse of Newark Works buildings.

SOUTH BANK- This area lies between South Quay and Midland Bridge Road and will:

- Provide a pedestrian connection between South Quay and Green Park as a pleasant alternative to the Lower Bristol Road.
- Introduce new workspaces overlooking the river and Green Park.



A sketch of North & South Quay - Innovation Quay

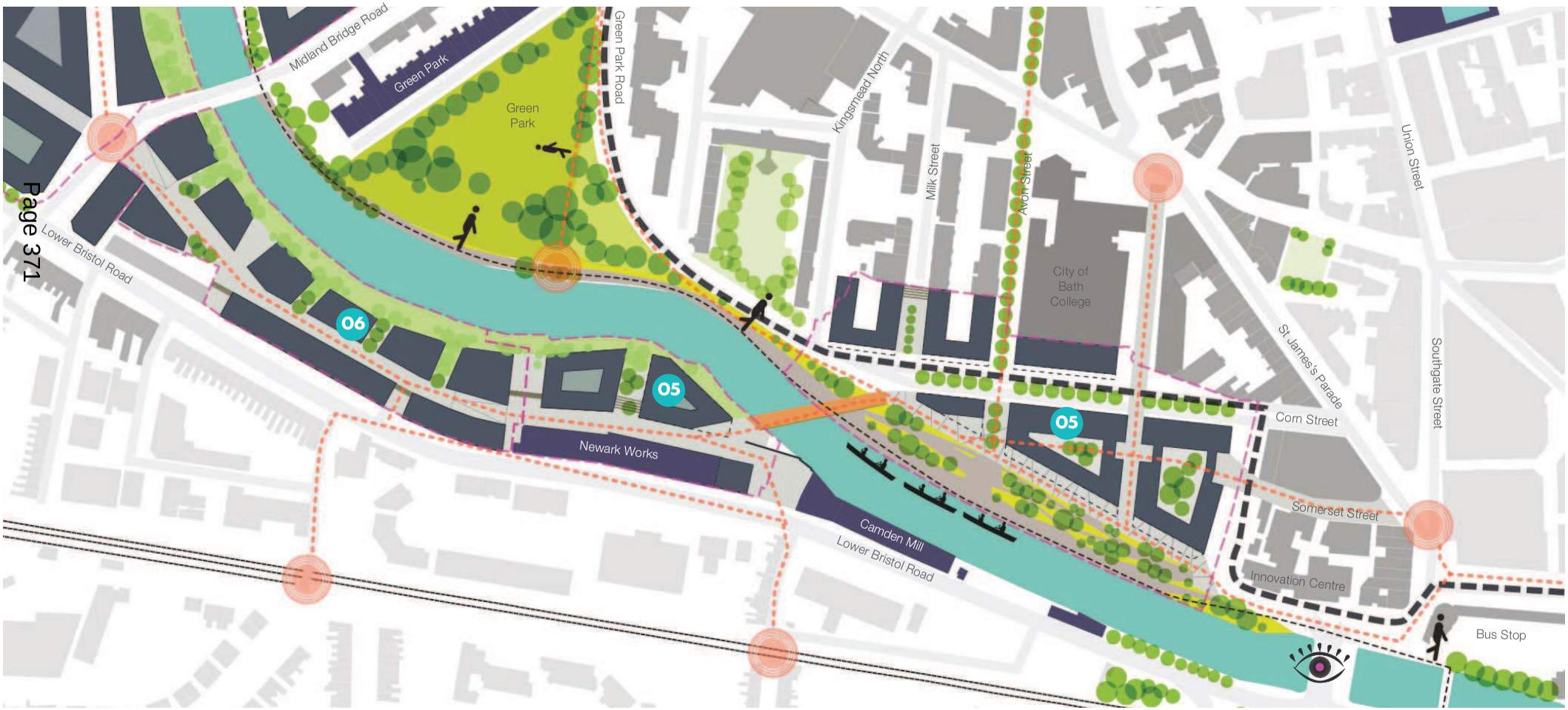
BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN

KEY:

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- Existing Buildings within the EA
- Proposed Buildings within the EA
- Existing Buildings outside the EA
- Important Heritage Assets
- Potential Public Realm
- Potential Bridge
- Green Space
- River Green Corridor
- Edible Wall Treatment
- Pedestrian Right of Way
- Cycle Route
- Potential Wayfinding Marker
- Bus Route
- Important Viewpoint

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11 Weston Island
12 Locksbrook & Brassmill Trading Estate



GREEN PARK (EAST AND WEST)

The area around the former Green Park station presents a series of important opportunities to enhance the relationship of a key historic gateway to the city centre, and to improve and strengthen links through to the Lower Bristol Road and Bath Riverside. As a key mix of retail, commercial and residential spaces for the city the opportunities include the rationalisation of existing traffic flows with the removal of the Pinesway Gyratory; the creation of a new tree-lined boulevard along the route of the historic Midland Railway Line; the creation of new street frontages to both civic and riverside spaces; harnessing a significant ecological node associated with Norfolk Crescent; and the integration of parking to serve the site and the adjacent city centre.

KEY ASPIRATIONS FOR SITES

GREEN PARK- This site will:

- Enhance the use of Green Park Station as a key gateway to the city centre potentially with new markets and niche retail.
- Form a new 'Green Park Highstreet', reinstating the historic Midland Railway Line as a grand gesture and counterpoint to Great Pulteney Street. This 'great street' would create a vibrant new civic and commercial hub to complement and expand the current city centre offer.
- Create new connections to the Riverside. Including a key moment on Green Park Railway Bridge where the bridge footing is large enough to support a new structure crossing the river.
- Repair street frontages along the Lower Bristol Road and Midland Bridge Road.
- Provide a mix of uses to serve the surrounding area, including commercial and retail spaces.
- Replace Pinesway Gyratory with public realm, radically improve traffic circulation and provide underground car parking.



Las Ramblas, Barcelona - with a potential public real measuring 30m wide and and an existing boulevard of trees Green Park Highstreet would match the scale, proportion and planting of Las Ramblas, in Barcelona



Acting as the threshold between the city and the river Green Park Station would become a focus for social and civic life. Retaining and enhancing its current use as a market space.

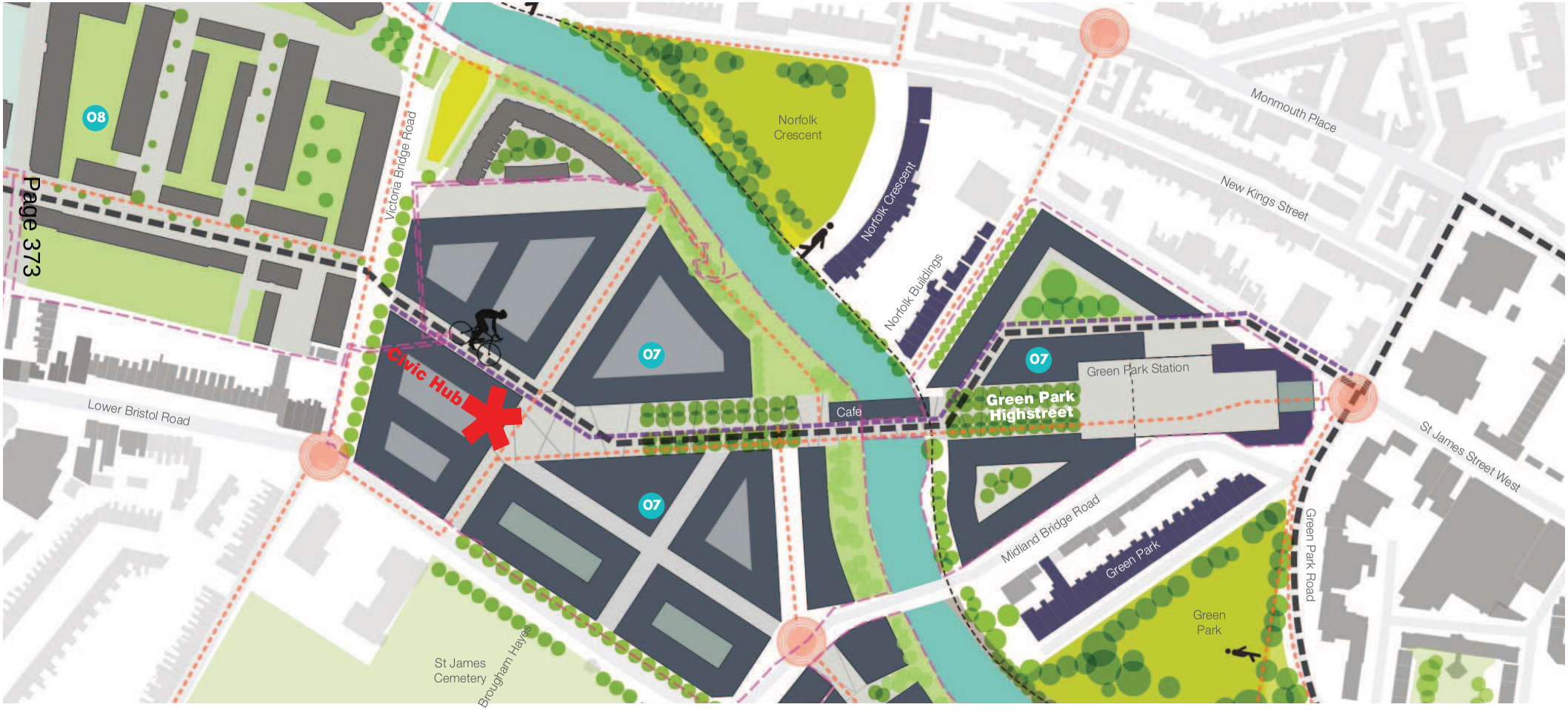
BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN

KEY:

- Enterprise Area Boundary (EA)
- Existing Buildings within the EA
- Proposed Buildings within the EA
- Existing Buildings outside the EA
- Important Heritage Assets
- Potential Public Realm
- Potential Bridge
- Green Space
- River Green Corridor
- Edible Wall Treatment
- Pedestrian Right of Way
- Cycle Route
- Potential Wayfinding Marker
- Bus Route
- Important Viewpoint

SITES:

01 The Cattlemarket and Cornmarket
02 The Rec and Pulteney Weir
03 Manvers Street
04 Bath Spa Railway Station / Widcombe Lock
05 North & South Quays
06 South Bank
07 Green Park
08 Bath Riverside
09 Bath Press
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BATH RIVERSIDE / BATH PRESS / ROSEBERRY PLACE

Significant opportunities exist to improve the relationship with the river along the Lower Bristol Road and near to Windsor Bridge.

Within the Enterprise Area there are a number of key development sites including:

The **Bath Riverside** site development is already underway with up to 2281 new homes, a single form entry primary school, student residential and exemplary public realm being provided by 2026.

Bath Riverside is already setting new standards with the delivery of award winning homes combined with new riverside landscapes to create an accessible and sustainable environment.

On the Lower Bristol Road the former **Bath Press** site presents a key opportunity for a new mixed use development which re-presents an important former industrial site and re-connects with its neighbouring community. Facing onto the Lower Bristol Road other street frontages could be strengthened as a more fitting approach to the World Heritage City, with a mix of new developments.

At Roseberry Place there is a particular opportunity to respond to a convergence of Bath's key cycling routes and several important ecological corridors in a new 'green' development. With a new cycling link across the disused Locksbrook Railway Bridge, and a new boating station created on the riverside, it could perhaps provide an ideal site for a mix of residential and commercial uses.

KEY ASPIRATIONS FOR SITES

BATH RIVERSIDE

- Delivering a strong foundation for economic growth, continued delivery of over 2000 new homes, a primary school and exemplary public realm in a beautiful riverside setting.

ROSEBERRY PLACE

- Provide a mix of residential and commercial uses, closely related to Bath Riverside and Bath Press
- Connect the Two Tunnels and Bristol and Bath cycle paths to reinforce the City's sustainable transportation network.
- Connect wildlife corridors to create an enhanced ecological node.
- Take advantage of fantastic river frontages to provide river related leisure activities to this portion of the river.
- Provide a defined active edge to Lower Bristol Road and Windsor Bridge Road.

BATH PRESS

- Provide for the creative re-use of the former Bath Press buildings
- An interesting potential for a mix of uses including employment, creative and workspace - the site lends itself to larger scale building typologies that can offer a different format of business space.
- Secondary routes to integrate with local neighbourhood and particularly Oldfield Park Train Station
- Strengthening and greening street frontages with an improved pedestrian and cycle experience.









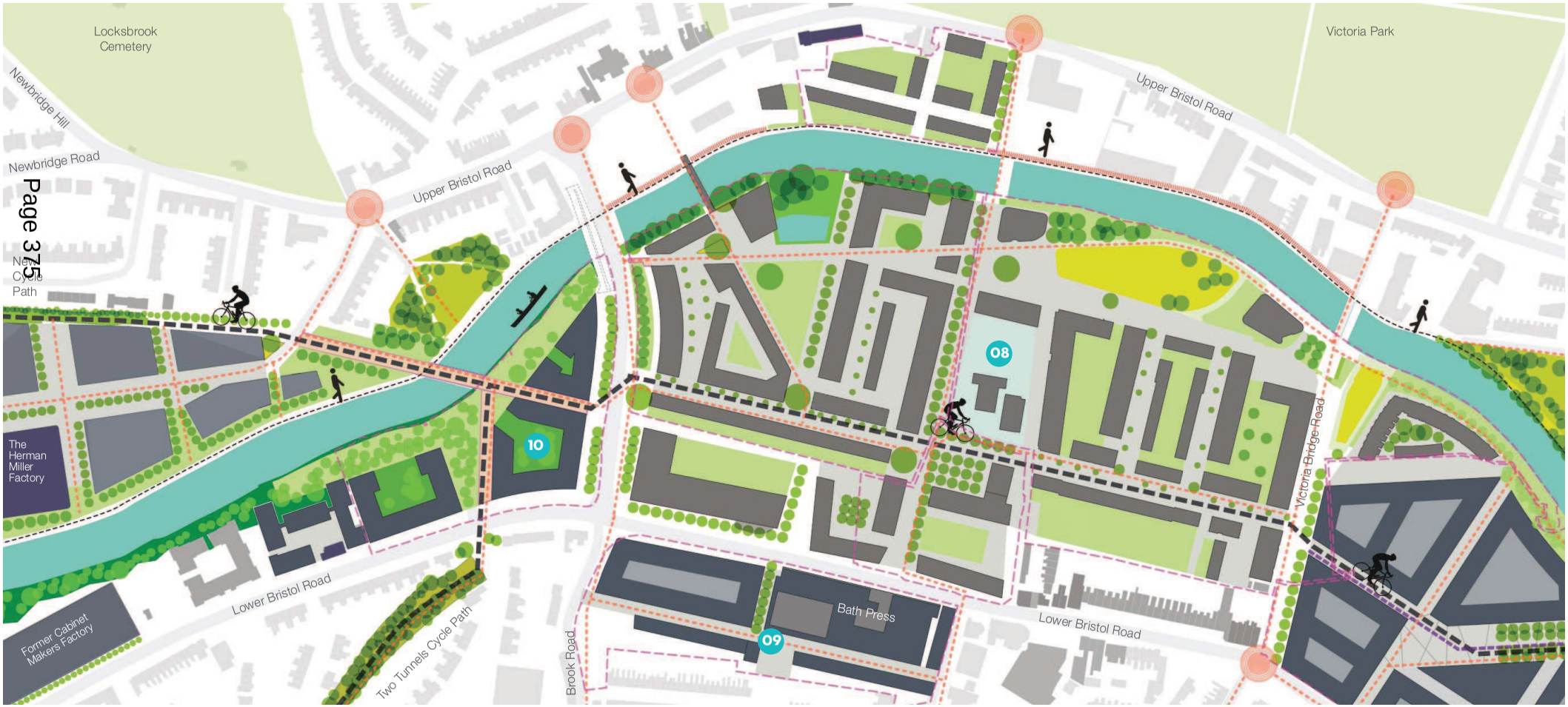
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PRODUCTION QUARTER

As Bath's river moves west towards open countryside its larger plot sizes and excellent connections to the Upper and Lower Bristol Roads create the potential for a great mix of employment uses in a distinctive **Production Quarter.** Supporting and enhancing the important existing industrial employers, there is the potential for both larger businesses, traditional or high tech creative workspaces and live/work opportunities all of which could take advantage of this inspiring natural setting.

At the centre of this stretch of the river, and alongside the weir and canal lock, is Bath's very own secret river island: Weston Island. The current bus depot offers some potentially tantalising opportunities to enjoy the river in the future.

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KEY ASPIRATIONS FOR SITES

- Opportunity for workspaces with great landscape and riverside spaces with improved relationship to the river.
- Weston island as a new leisure destination opportunity/river connections with exceptional green infrastructure
- Connecting riverside of contemporary buildings of modern architecturural merit
- Enhanced river side walk, better connected to neighbouring communities and improved cycle routes.
- Replace the Twerton Radial Gate



Rotork - A factory within the green waterside landscape.







The Herman Miller Factory provides a great precedent for an industrial unit which successfully addresses the river.

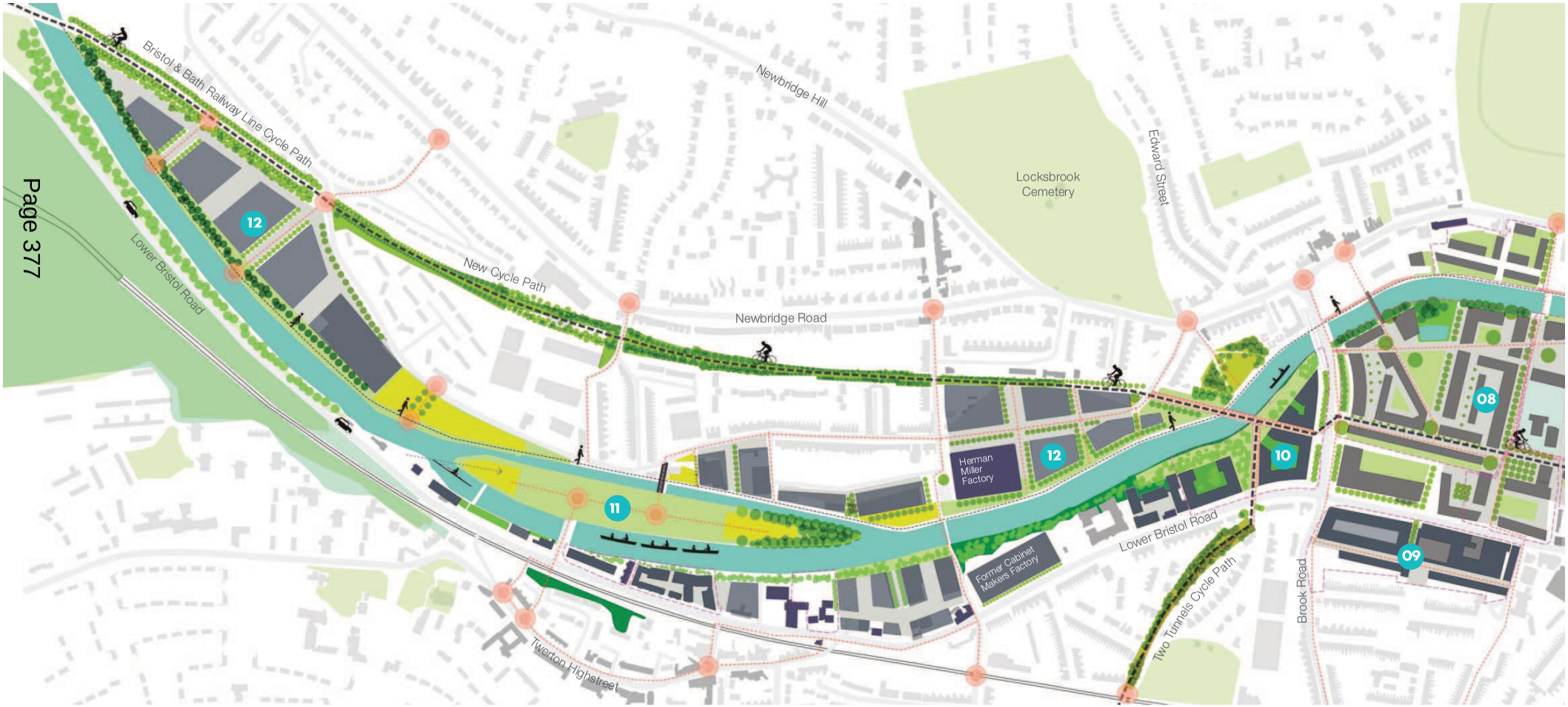
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Word clouds summarising the opportunities and challenges to deliver the Enterprise Area

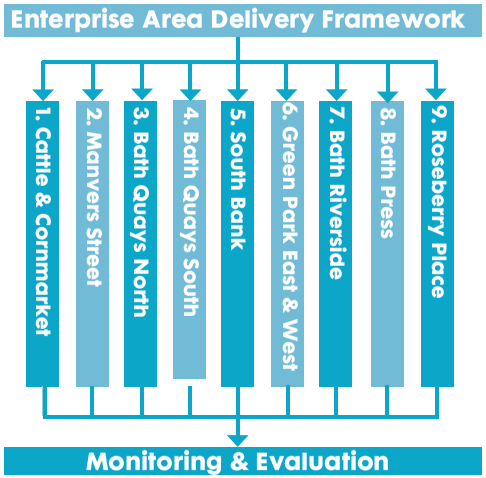
BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN
DELIVERY SUMMARY

INTRODUCTION

The Delivery Framework seeks to set out a robust and adaptive approach **to delivering the Economic Strategy and Core Strategy objectives for employment and housing within the Enterprise Area.** This has taken into account considerations around landownership, viability, public sector funding, phasing, infrastructure and utilities.

The Masterplan Vision and Delivery Framework together set the context within which site-specific Delivery Strategies can be generated. The Framework does not seek to determine in a rigid way exactly what will happen, where and when. It suggests the key drivers and challenges behind the delivery of key sites and how they should be progressed by the Council, landowners and other partners over the short, medium and long term.

The framework focuses on seven sites where the opportunity for significant change has been identified. These are shown on the Key Sites plan: Cattlemarket and Cornmarket, Manvers Street, Innovation Quay (North & South Quay), South Bank, Green Park, Bath Press and Roseberry Place.



The aim of the Masterplan is to co-ordinate B&NES strategies as they relate to the Enterprise Area, and ensure consistent, timely and effective delivery, including:

- Economic Strategy – key driver
- Core Strategy and Placemaking Plan
- Bath Transport Strategy "Getting Around"
- River Strategy
- Health and Wellbeing Strategy
- Enterprise Area Masterplan – as delivery mechanism for the above

ECONOMIC CONTEXT

The primary purpose of the Masterplan is to enable the Enterprise Area to play a leading role in delivering the economic priorities for the City and B&NES. The B&NES Economic Strategy 2014-2030 (endorsed August 2014) seeks to build on the City's strengths to create a more productive, higher value added economy. Bath provides 75% of the areas knowledge based and priority sector employment and a recent Centre for Cities report highlighted the Bristol and Bath region as "having an internationally significant and fast growing high tech cluster". However, **the main constraint to further future growth in the city's knowledge economy is the lack of appropriate business space of the right type and right quality.**

The Priority Sectors which the Economic Strategy and Masterplan seek to promote are:

Creative & Digital
- Information & Communication (ICT)
- Finance & Professional Business Services
- Advanced Engineering & Electronics
- Environmental & Low Carbon

To deliver a supply of business space that meets business growth needs in B&NES will require the following key issues to be addressed:

- **Raising the quality of Office floorspace in Bath:** of the 120,000sqm of office space in the Bath central area only 12% is classified as grade A and much of the available space in the preferred central Bath locations is generally of poorer specification. This results in a perception of an oversupply of office accommodation and reduced rental levels due to competition across the board. This in turn contributes to a lack of investor and developer activity in the City.

- **Facilitating the delivery of new office floorspace in Bath:** there is a pressing need for new grade A office floorspace in the city. Economic forecasts indicate that, to deliver the required level of economic growth and in particular to facilitate the expansion of the key business sectors up to 50,000sqm of modern centrally located floorspace is required.

- **Addressing the need for new Workspace:** the availability of workspace for more specific end users seeking creative, flexible managed space and initial start-ups facilities is also an issue, where managed workspace is under represented compared with neighbouring authorities and whilst there is operator interest there are few potential opportunities.

- **Expanding Innovation & Incubation provision:** HE and FE linked innovation and incubation facilities are at capacity, there is a waiting list for desk space and a lack of appropriate "move on" space. There is a need to identify opportunities for the expansion of innovation and incubation facilities.

- **The provision of modern industrial floorspace:** Addressing the shortage of modern industrial space by identifying opportunities for new provision as part of mixed use schemes or the redevelopment of older space in the Enterprise Area

These are complex issues which need resolution in order to deliver the new economy the City needs. However Bath has strengths in many areas and the opportunity to deliver is within our grasp.

ACTION PLAN (AS AT NOVEMBER 2014)

No.	Site	Ownership	Proposed Uses	Timescale	Next Steps
1	Cattlemarket and Cornmarket	B&NES	Mix of uses	Short	• B&NES to determine suitable future land uses and options for site • Mixed use redevelopment
2	The Rec	Rec Trust / Mixed	Leisure New public realm and riverside	Medium	• To be resolved through the legal and planning process • Riverside public realm and replacement for sluice gate to be designed with partners and stakeholders
3	Manvers Street	B&NES	Employment (to Manvers St frontage), Mixed uses to later Royal Mail phase including residential and enhancement of Julian House	Short/Medium/Long	• Secure suitable re-use of 20 Manvers St • Deliver Bath Quays Waterside to enable redevelopment • B&NES and Police Station site owners to work in partnership to deliver former Police Station and B&NES car park together for employment-led uses • Discussions with Royal Mail Group to secure comprehensive redevelopment of the wider site
4	Bath Spa Train Station / Widcombe Lock	Mixed	Public realm	Medium	• Work with partners (Environment Agency, Canal and Rivers Trust and others) to fund and deliver environmental and public realm improvements
5	Bath Quays North	B&NES	Economic Development Fund flagship project: Employment led, mixed use scheme aimed at delivering the 'Innovation Quay' concept. Required floodworks to be delivered	Short	• Development and Submission of full Economic Development Fund (EDFBusiness Case to West of England LEP) • Deliver Bath Quays Waterside to enable redevelopment • Development of detailed delivery strategy
5	Bath Quays South	B&NES	Employment led development including creative workspace to complement Bath Quays North	Short	• Deliver Bath Quays Waterside to enable redevelopment • Further stakeholder engagement around the "Innovation Quay" aspiration for the site
6	South Bank	Private	Employment and Residential	Long	• Deliver Bath Quays Waterside to enable redevelopment • Future engagement with strategic landowners
7	Green Park East and West	B&NES	Major mixed use scheme incorporating Retail, Office, Residential and supporting uses. Most challenging and complex site in the EA	Medium/Long	• Detailed engagement with strategic landowners • Placemaking Plan public consultation on options • Formation of a detailed delivery strategy for the site
8	Bath Riverside	Private / Mixed	Residential New school Student Housing Exemplary public realm and riverside	On going	• Continued delivery of subsequent phases
9	Bath Press	Private	Residential and Employment	Short / Medium	• Engagement with landowner
10	Roseberry Place	Part B&NES	Residential and Employment	Short	• Progress to delivery
12	Locksbrook & Brassmill Trading Estate	Mixed	Employment and mixed use	Medium/Long	

BATH CITY RIVERSIDE
ENTERPRISE AREA MASTERPLAN
DELIVERY SUMMARY

DELIVERY

The Masterplan is the culmination of significant work, but has no value unless it can be delivered. The following actions are essential to enable B&NES, together with the people of the City, partners, landowners and funders, to deliver the vision of **Bringing Bath Riverside To Life.**

Particularly important will be ensuring the **meaningful involvement of stakeholders** through regular dialogue, email newsletter updates, press releases, the B&NES website and the Invest in Bath website.

Promoting market confidence will be important through consistent engagement with partners, landowners, agents, occupiers and funders. The successful delivery of the **Bath Quays Waterside** flood conveyance and public realm project and continued success of **Bath Riverside** are the fundamental building blocks to the success of the Enterprise Area.

The success of the Enterprise Area is inextricably linked with delivery of the following:

- Significant new Grade A office floorspace particularly through the **delivery of Innovation Quays**: a new commercial quarter and central business district at Bath Quays North and South
- A new **Creative Industries Hub**
- An expansion of **University linked innovation and incubation facilities**: the key opportunity for the delivery of high value added knowledge driven growth in the city
- The establishment of **flexible workspace and "soft landing pads"** to enable young companies to expand
- Creating a **"Connected City"** with ultra-fast Broadband and Wireless Connectivity
- Helping to **balance the housing market** in B&NES
- **Promoting health and wellbeing** through an attractive, playful and engaging riverside for all

On the majority of sites the private sector will lead, and on others the public sector will invest in enabling infrastructure to facilitate private sector developments which deliver employment floorspace and housing. On the key sites highlighted in this Masterplan, the Enterprise Area could generate over £1 billion of development over the next 15 years. The public sector will provide enabling infrastructure primarily through West of England Local Enterprise Partnership funds including transport funds, Economic Development Fund, Revolving Infrastructure Fund and the Strategic Economic Plan. Funding will also be sought directly from central government and through working in partnership with the Homes and Communities Agency, Environment Agency and others. The funding will contribute towards infrastructure relating to employment and skills, flooding, highways, connectivity, walking and cycling, housing and public realm.

Bath & North East Somerset Council		
MEETING	**Cabinet**	
MEETING	**12th November 2014**	EXECUTIVE FORWARD PLAN REFERENCE: E 2712
TITLE:	**Getting Around Bath – A New Transport Strategy for Bath**	
WARD:	All Bath Wards	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Getting Around Bath Transport Strategy Bath Transport Strategy Consultation Findings		

1 THE ISSUE

1.1 A new Transport Strategy for Bath was approved by Cabinet for consultation in May 2014. The Strategy has been well received and supported by the majority of those who responded and is now recommended for approval by Cabinet. The Cabinet are asked to recommend the Strategy to Council for Adoption at their meeting on 13th November.

2 RECOMMENDATION

2.1 That the Cabinet endorse the Getting Around Bath Transport Strategy and recommends that it be adopted by Council on 12th November 2014.

2.2 That Cabinet approves the capital budget of £350k in 2014/15 and £150k in 2015/16) towards the development of the P&R to the east of Bath.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

3.1 The Getting Around Bath Transport Strategy will support the growth proposed in the Council's Adopted Core Strategy and the Master Plan for the Bath City Riverside Enterprise Area. Its implementation will draw on a number of funding sources and decisions on individual projects will subject to the Council's annual budget process. In addition the development of individual sites including those within the Enterprise Area will contribute to the Strategy by being part of an integrated/co-ordinated development to reduce the impact of traffic on the city and where appropriate, making financial contributions to particular infrastructure needs.

3.2 The Getting Around Bath Transport Strategy will be delivered through a wide range of projects which will be funded from various funding sources principally, but not exclusively, the Integrated Transport Capital grant (received annually from Government) and bids for additional monies from the Single Growth Fund

managed by the West of England Local Enterprise Partnership; importantly the strategy will ensure that other funding opportunities can also be targeted. Funding associated with other key strategies which support the actions within 'Getting Around Bath' may also be targeted, if approved through the annual budget process.

3.3 Council in February gave provisional approval to £5.2m for the development of a new Park & Ride to the east Bath funded by Corporate borrowing. This £500k is the first element of the £5.2m. The annual profiling of expenditure is different from originally anticipated and this is reflected in the sum requested.

3.4 There is a small revenue reversion risk in the case that a capital project does not go ahead.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

4.1 Equalities, Sustainability equalities, planning, human rights and public health.

5 THE REPORT

5.1 Introduction

5.2 The Cabinet at its meeting in April 2013 agreed that a new Transport Strategy should be prepared for Bath in the light of the housing and economic growth proposed in the Council's Draft Core Strategy and the emerging Bath City Riverside Enterprise Area. The strategy is needed to support this growth agenda but also to improve the environment within the city itself which is damaged by the impact of traffic and congestion. The Strategy is designed to set out an agreed long term vision for Transport which will have broad and enduring agreement. The longevity of the Strategy is key to providing a consistent vision for the city and to accommodate the ambitious housing and jobs targets set out in the Core Strategy. The Transport Strategy is being prepared in tandem with the Placemaking Plan in light of the interrelationship of the two initiatives.

5.3 The Strategy was subject to public consultation during the early summer, details of the results of this consultation have been independently analysed by Mott MacDonald, who prepared the Strategy, and are summarised in Appendix 1. The public consultation was launched by Sir Peter Hendy, chair of the Bath Transport Commission on 26th June. The strategy had been reviewed by the Transport Commission at several meetings and has received their support. Sir Peter Hendy has offered to provide an endorsement for the Strategy which could be included as a Forward when published.

5.4 The Strategy builds upon existing initiatives including:

- the Bath Transport Package such as the expanded Park and Ride Sites and Variable Message Signs;
- the Better Bus Area funding by introducing further bus priority measures; and
- the opportunities offered by Network Rail Electrification of Great West Mainline.

5.5 **Vision:** The Strategy encompasses the following vision for transport in Bath:

> *"Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core. This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people*

5.6 This vision was well received during the public consultation and it is not recommended that this is changed.

5.7 The Strategy has considered, in broad terms, the impact of the growth in the Core Strategy and taken forward in the Enterprise Area. It recommends a co-ordinated approach to manage the growth in travel which is going to take place over the next 20 years. Robust parking standards and improvements to public transport will be important in accommodating this growth. Key to this will be accommodating the increase in commuting into the city from surrounding areas. Both the Metro West project, which will improve local rail services, and the electrification of the Great Western Mainline, which will improve regional services, will provide improved public transport into the city. This will be complemented by other measures such as new and expanded Park and Ride.

5.8 Within the city walking and cycling with improved bus services will be priorities. Off-street parking will remain important to supporting a strong city centre economy and a balanced approach is recommended. The Strategy proposes a review of public off-street parking to ensure the proposal to retain 500 parking spaces is sufficient to maintain the vitality of the city centre economy and to encourage modal shift.

5.9 The majority of the recommendations within the draft Strategy were supported in the consultation (see Appendix 2). The following are the main changes that Cabinet are asked to endorse in agreeing the final Strategy.

5.10 **Access for All:**

5.11 The Strategy proposes that we establish an expert panel to provide advice on how those with special needs can be accommodated in through the transport Strategy. This issue will continue to emerge as elements of the Strategy are brought forward and have been considered in detail in the recent designs for Stall Street and Seven Dials. Part of this work will involve an independent review of how the city centre is accessed, building on best practice from York.

5.12 **Air Quality:** Improving air quality will be key to the future of the city. Almost all of the measures within the Strategy should help with this objective. The Strategy recommends we continue to investigate the potential for a Low Emission Zone.

5.13 **Walking and Cycling:** One headline in the Strategy is that we aim to make the city of Bath Europe's most walkable city and this will be one of the most important messages we will need to promote. In addition, cycling will be an essential element of this aim. Sustrans have recently completed a review of cycling routes within the city and the proposed routes for improvement have been incorporated into the Strategy. This study will be used to prioritise future expenditure on cycle network and will be integrated into projects as they emerge.

5.14 **Coaches:** The Strategy recognises that Coaches are an essential part of the transport network which services the city. An interim coach park is recommended at Weston Island to allow the North Quays redevelopment to be taken forward. There are 2 outstanding areas of work which will still need to be concluded. A longer term permanent coach park and an alternative coach drop-off within the city centre.

5.15 **Environmental improvements:** The Strategy suggests that we develop a programme of environmental improvements to reduce the impact of traffic within the city centre building on the approach set out in the Public Realm and Movement Strategy and developed subsequently.

5.16 **P&R:** The Strategy confirms the need for a new Park and Ride to the east of Bath as an essential complementary measure to accommodate the increased demand for travel from within the Enterprise Area. The Strategy recognises that there are many advantages to a rail based Park and Ride but the time that this might take to be brought forward may mean that an interim bus based Park and Ride may be necessary. Work to identify if this is the case is currently underway. In addition the traffic modelling and environmental work to establish which site could be brought forward and how many spaces it might contain is also in progress and the budget to finance this is identified in the previous sections of the report. This will allow a preferred site to be identified during the summer of 2015 and promoted through the Placemaking Plan.

5.17 There may, in addition, be a need to expand the existing Park and Ride sites at some point in the future should demand continue to grow and be required and to minimise the impact of traffic generated by the development proposed by the Core Strategy and within the Enterprise Area.

5.18 **Through Traffic:** The inadequate nature of the national road network east of Bath has long been recognised and the Council has a long standing wish to remove 'through traffic', and in particular HGVs, from the city. The Air Quality benefits of this simple measure are well understood. The Strategy recommends that the Council work with Wiltshire Council and the Highways Agency to develop a solution to the problems of through traffic. This work is already underway as well.

5.19 **Off Street Parking:** As already mentioned a balanced approach is recommended regarding the off-street car parks within the Enterprise Area. Business interests recognise the benefits of other improvements recommended in the strategy but do not want these introduced at the expense of maintaining an adequate supply of parking for shoppers and visitors.

5.20 **Other measures:** The strategy recognises the important role of travel plan, city car clubs and other measures, many of which are being implemented by the Council at the moment. There are specific recommendations for taxi. Finally the Strategy highlights to potential to use the river more.

5.21 As proposals emerge to deliver the outcomes identified by the Strategy they will be subject to a detailed appraisal (which will include a funding analysis) on an individual basis.

5.22 **Rail:** The Strategy recognises that the increase in the capacity of both local and regional rail, delivered by the Metro West project and the electrification of the

GW Mainline respectively, will provide improvements to the public transport network. These improvements, particularly the ½ hourly services to Oldfield Park, will support the development of the Enterprise Area making it accessible to non-car users. The Council has recently received a report on the feasibility of re-opening a railway Station in Saltford which could provide a more sustainable way for residents to travel into Bath. Officers are still considering this work which will be reported to a future Cabinet meeting.

6 RATIONALE

6.1 The draft strategy has emerged following extensive research and discussion with stakeholders last year. It has built on the representation made at the initial conference held in September 2012. The proposals are based on current policies and the approach contained within the Joint Local Transport Plan. The authority now wishes to approve the strategy to inform and support both the Enterprise Area Masterplan and the Core Strategy and other key initiatives.

7 OTHER OPTIONS CONSIDERED

7.1 The strategy has emerged following extensive research and consultation which considered a wide range of options. A report on the consultation is attached to the report for information and the background report is available as a background document.

8 CONSULTATION

8.1 Strategic Management Team, Section 151 Officer, Cabinet member for Transport, PTE Scrutiny, Stakeholders and the Bath Transport Commission. In addition there was a period of public consultation in June/July this year the results of which are summarised in the final Strategy itself.

9 RISK MANAGEMENT

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

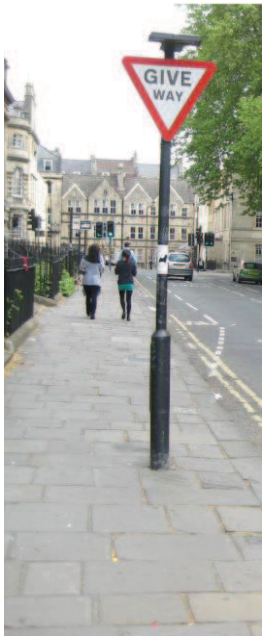
Contact person	Peter Dawson 01225-395181
Sponsoring Cabinet Member	Councillor Caroline Roberts
Background papers	Supporting Strategy Report revD Oct14
Please contact the report author if you need to access this report in an alternative format	

Appendix 1 – Getting Around Bath Transport Strategy
Appendix 2 - Bath Transport Strategy Consultation Findings

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Bath & North East Somerset Council







Getting Around Bath

A Transport Strategy for Bath

Final Draft

November 2014

Mott MacDonald

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Foreword

Getting about is important to all of us. This document, 'Getting Around Bath', sets out the Transport Strategy for the city following a high level review of existing transport policies and commitments carried out by Mott MacDonald in the light of the Council's commitment to housing and economic growth within the city. It develops a set of policies to support this growth.

'Getting Around Bath' sets out an agreed long term vision for transport which needs broad and enduring agreement. It will cover the period up to 2029 to reflect the period for the Council's agreed Draft Core Strategy. It will support the preparation of the Council's Placemaking Plan and the Master Plan for the Bath City Riverside Enterprise Area.

The aim of the Strategy is to support this growth agenda and also improve the environment within the city itself, both of which can be damaged by the impact of traffic and congestion. The longevity of the Strategy is key to providing a consistent vision for the city and to accommodate the ambitious housing and employment aspirations.

The Strategy builds upon existing initiatives, including those delivered through the Bath Transport Package (such as the expanded Park and Ride Sites and Variable Message Signs), the EU funded Civitas Renaissance programme (such as the Urban Freight Consolidation Project and Better Bus Area funding), whilst also recognising the importance of Network Rail's electrification programme for the Great Western Main Line.

Following a period of consultation, broad agreement has been reached on the following vision:

"Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core. This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people".

The strategy is also driven by the Public Service Board vision which is:

"Bath and North East Somerset will be internationally renowned as a beautifully inventive and entrepreneurial 21st Century place with a strong social purpose and a spirit of wellbeing, where everyone is invited to think big – a 'connected' area ready to create an extraordinary legacy for future generations".

The reduction of the impact of vehicles is vital in this unique UNESCO World Heritage city and will require a combination of measures. These can be summarised as follows:

- A walking/cycling strategy to make Bath the UK's most walkable city;
- Improved accessibility for people with mobility impairments;
- A parking strategy to support the economic growth but at the same time reducing the amount of off-street spaces within the city centre;
- Supporting greater use of public transport to reduce the number of cars entering the city;
- Continue to expand our existing Park & Ride sites where we can to help reduce the demand for parking spaces within the city;

- Better management of Heavy Goods Vehicles within the city;

- Finding a new location for coaches to park once they have dropped visitors off in the city centre.

The Council wishes to particularly thank those who have responded to the engagement process and have helped the Council to develop this key strategy for the City of Bath.

The Council would also wish to acknowledge the work of the Bath Transport Commission chaired by Peter Hendy. They Commission considered the emerging strategy on several occasions giving valuable advice and guidance to help its development.

Paul Crossley/Caroline Roberts

To be added endorsement by Sir Peter Hendy

1. Vision

1.1 Context

Transport is fundamental to the successful economy and wellbeing of the city, its residents and visitors. It also contributes to the unique environment of the city but the volume and impacts of vehicles are undermining the fabric of buildings and air quality. Consequently, the historic core of Bath and key arterial routes are suffering from the intrusion of cars and the quality of life throughout the city is being adversely affected.

The strategy is needed to provide the framework within which individual proposals can be considered and assessed against the objectives. A number of initiatives have been delivered including three Park and Ride sites, an ongoing parking strategy, Local Sustainable Transport Fund measures and using Better Bus Area funding. The strategy will also support delivery of the Core Strategy, enabling growth. It will also build on the policies and measures included in successive Joint Local Transport Plans.

This report outlines the proposed strategy and the evidence that lies behind the proposals is included in a separate report.

1.2 The Vision

There are some strong issues that are shared by the key stakeholders in that they all recognize the importance of transport to the local economy and the wellbeing of the city, its residents and visitors. It is also evident that inappropriate traffic levels are eroding historic buildings and adversely affecting air quality and consequently the quality of life.

In developing a vision, it is important to set it in the context of progress made to date through various initiatives promoted through successive Joint Local Transport Plans and other funding sources. In addition, the emerging Core Strategy reflects the changes in the planning system manifest through the National Planning Policy Framework that supports the principles of sustainable development.

A strategy needs a vision, in effect a statement that outlines the main aims. In this context, the proposed transport vision reflects the wider vision for a healthy, prosperous and unique city:

> ***Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core.***
>
> *This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people.*

1.3 Objectives

There is considerable common ground evident from the documentation available and discussion undertaken. This provides a good starting point for the strategy. There appears to be a shared view on the following which provide the objectives:

- Supporting and enabling economic growth, competitiveness and jobs;
- Improving air quality & health, reducing vehicle carbon emissions
- Promoting sustainable mobility;
- Widening travel choice;
- Widening access to opportunities: jobs/learning/training;
- Safeguarding and enhancing the unique historic environment and World Heritage Site status; and
- Improving the quality of life in the city.

1.4 Coverage

The strategy covers the city of Bath and its immediate environs (but not the whole of the Bath and North East Somerset administrative area). For the purposes of this strategy, the central part of the city is regarded as being the area from The Circus (north) to the river (south) and from Charlotte Street (west) to London Street (east).

Parking in particular is a key issue and progressive reductions in the supply of public on- and off-street parking to support a shift to the provision of long stay parking at Park and Ride sites have been implemented in recent years. This policy needs to be strengthened and extended to create more long stay capacity at the periphery, in tandem with further constraints on parking in the central area. Some reductions in capacity will occur as a result of flood alleviation but parking policy is an essential element of delivering the Enterprise Area. The consequences are better air quality, less vehicle intrusion (noise and street impacts), maintaining the built environment, better visitor experiences, accessibility for people with mobility impairments and a healthy economy.

2. Engagement

2.1 Key Findings

Following the publication of the Draft Transport Strategy for Bath, consultation was undertaken with members of the public and stakeholders to explore opinions of the proposals set out within the document.

A total of 208 responses were received to the consultation questionnaire, with 156 online and 52 paper based submissions. From these responses, the consultation report produced by Mott MacDonald, identified the following Key findings:

The Strategy

Over two thirds of respondents agreed with the vision for Bath underpinning the Draft Transport Strategy (67%)

There was strong support for increasing sustainable transport options within the city of Bath, including walking (93%), train (91%), bus (89%) and cycling (81%).

Reducing Congestion in Bath

Over three quarters of respondents (77%) agreed with the development of a Park/Rail and Ride facility to the east of Bath, with a view to reducing congestion in the city.

Reducing the Impact of Heavy Traffic

Over three quarters of respondents (76%) also felt that the development of a new road linking the A4(Batheaston Bypass) with the A36 would be a good way of reducing through-traffic within Bath.

The majority of respondents (86%) felt that preventing HGVs from entering the city centre during peak hours, and the use of a Freight Consolidation Centre with electric vehicles, was a good idea.

Over 80% of respondents (83%) also indicated that they would support the redirection of vehicles from London Road and Cleveland Bridge in order to address issues of congestion on these key through-routes within the city.

Simplifying Road Layouts

Almost two thirds of respondents (65%) felt that the removal of selected one-way road layouts within the city was a good idea in order to simplify road layouts and reduce the impact of traffic on nearby buildings.

Rail Travel

There was significant support for improvements to rail services including cheaper fares (91%), more frequent services (90%) and better trains (89%).

The majority of respondents (83%) also agreed that proposed developments in Bath, particularly surrounding Oldfield Park Station, and consequent enhanced service provision would make travelling from this station more attractive to potential rail users.

Parking

Around three quarters of respondents (74%) agreed with plans to increase Park and Ride facilities in Bath.

Walking and Cycling

The implementation of pedestrian schemes, in line with the strategy's objective to make Bath the UK's 'most walkable city', was supported by the majority of respondents (85%).

Three quarters of respondents (75%) supported the prioritisation of cycling along the river corridor, with radial routes into the city centre.

Tackling Air Quality

Around three quarters of respondents (74%) supported proposals to increase facilities for electric vehicles within the city.

Buses

Around three fifths of respondents (58%) thought that increasing the number of bus lanes within Bath was a good idea.

Coaches

Around 80% of respondents supported proposals to find new locations for coaches to drop off visitors before parking elsewhere (81%) and to expand park and ride sites to include coach waiting areas (78%).

Just less than half of respondents (47%) agreed with the proposal to develop a new site within close proximity to the city centre where coaches could park.

3. Adopting a Structured Approach

3.1 Key Issues

A number of key issues have been identified; these have complex inter-relationships but some common strands have been used as the basis for a transport strategy that will enhance the city and maintaining its attractiveness whilst supporting economic growth. Each of the key strands is set out below together with an indication of the data sources. A large amount of data has been compiled as part of the process of developing the Strategy and this has been used as supporting evidence.

Bath has all the pre-conditions to be an exemplar sustainable transport city with strong public transport, a cycling culture (taking into account the topographical constraints) and a high proportion of walking trips. This, coupled with the unique built environment and development site potential, presents significant opportunities to transform the city from one where sustainable transport takes a dominant role and where traffic movement is managed more effectively. This does not mean that the Strategy is anti-car but instead rebalances transport options against the economic and environmental needs of the city. Car use will continue to be important and in some cases the only option but containing the number of journeys made by car will benefit everyone in terms of health, environment and local economic activity. A range of measures are proposed which, in combination, will address the objectives of the strategy.

The strategy needs to be durable in that delivering measures will be longer than any single administration and hence it should be supported by all political interests. It is important as it enables the Core Strategy to be delivered and is vital for the Enterprise Area which is likely to take many years to complete.

3.2 Reducing the Impact of Vehicles

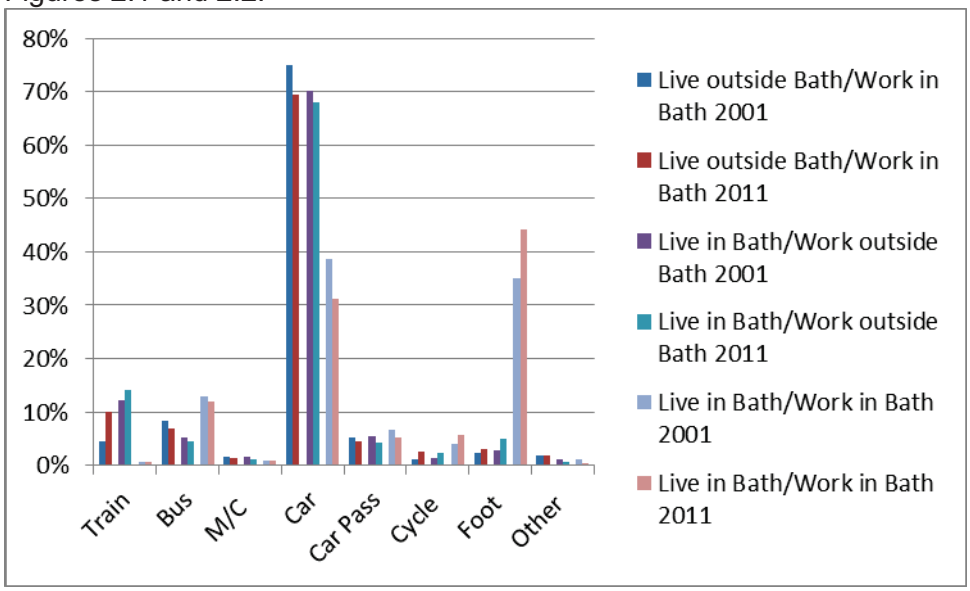
Bath has a unique city centre environment of World Heritage status. This attracts substantial numbers of visitors but has many constraints. These constraints are accentuated by too many cars in the central area. A key strand of the Strategy is to reduce the impact of vehicle movements through a combination of measures including better traffic management, comprehensive parking controls, expansion of park and ride and enabling people to walk, cycle and use trains and buses. All these contribute to reducing in car journeys and addressing the problems manifest in the Air Quality Management Area.

Parking in particular is a key issue and progressive reductions in the supply of public on- and off-street parking to support a shift to the provision of long stay parking at Park and Ride sites have been implemented in recent years. This policy needs to be strengthened and extended to create more long stay capacity at the periphery, in tandem with further constraints on parking in the central area. Some reductions in capacity will occur as a result of flood alleviation but parking policy is an essential element of delivering the Enterprise Area. The consequences are better air quality, less vehicle intrusion (noise and street impacts), maintaining the built environment, better visitor experiences, accessibility for people with mobility impairments and a healthy economy.

A good starting point is the mode share – how many people move by which means. Some data is available on this from Census journey to work figures and local monitoring as shown in Figure 3.1

Figure 3.1: Mode Share

Figures 2.1 and 2.2.



Source: Census Data

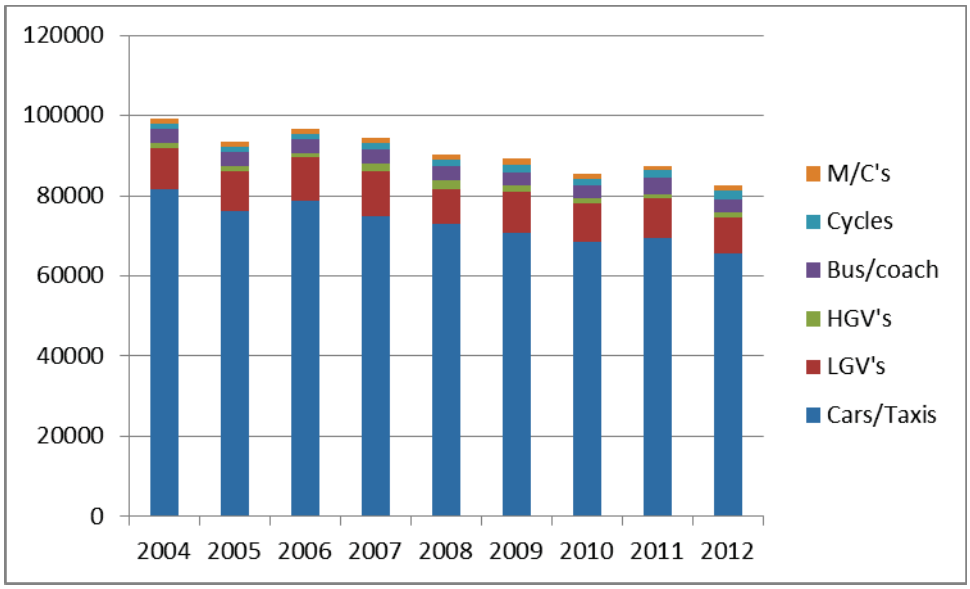
The increasing and high proportion of walking of around 44% for journeys to work by Bath residents working in Bath, shows that walking is a primary means of travel in Bath and indicates the potential to expand and improve walking opportunities further, substituting some short car journeys.



Traffic levels have been declining consistently over a number of years, evidenced by the traffic count data collected at various locations around the city (see Figure 3.2). While some of this may be attributable to the wider economic situation, it demonstrates that traffic reductions occur and provide the opportunity to accommodate additional traffic from development sites if required. Some count data is available to show the composition of traffic, indicating that much of it is cars and that the proportion of heavy vehicles is comparatively low.

Some data on traffic distribution is also available from recent counts, indicating that around 12% of movements in the city centre are through trips i.e. do not have an origin or destination in the centre.

Figure 3.2: inner Cordon Daily 12hr Traffic Flows 2004 to 3013



Source B&NES count data

Minimising the volume of vehicle movements entering the city centre will contribute to improved air quality (and therefore health) as well as reducing congestion. It will also address the intrusion of traffic in the historic setting – noise, visual intrusion and severance (particularly affecting people with mobility impairments) – all of which contribute to the visitor experience and economic vitality.

Air quality is important for health with particular impacts on respiration-related illnesses. Much of this can be attributed to vehicle emissions but also emissions from rail rolling stock and other sources. A number of locations in the city currently exceed legal nitrogen dioxide levels as shown below. Particulates and other pollutants also affect the Bath stone used for much of the city's built environment.

An Air Quality Management Area has been declared for the city centre and its approaches, reflecting the effect that road traffic has on the built and natural environment and the health of people in the city. Slow moving traffic is a particular concern while reducing the levels of traffic would help improve the problem. Air quality data is collected continuously but relating changes to traffic conditions is difficult. However, monitoring is important in relation to the AQMA, even if the designation is removed through changes in the legislative requirements, to understand how addressing transport issues can help improve community health and help preserve the fabric of the city.

The results of Nitrogen Dioxide monitoring show that in 2013 the annual average objective was exceeded at the following locations in Bath:

- Argyle Terrace
- Bathwick Street
- Beckford Road
- Broad Street
- Charlotte Street
- Cleveland Place West
- Dorchester Street
- Gay Street – Top
- George Street
- High Street/Guildhall
- James Street West
- Lambridge

- Lansdown Crescent
- Little Stanhope
- London Road
- Manvers Street
- Morley Terrace
- Newbridge Hill
- Newbridge Road
- Paragon
- St James' Parade
- Upper Bristol Road
- Victoria Buildings
- Walcot Terrace
- Wells Road
- Wells Road/Upper Oldfield Park
- Widcombe High Street
- Windsor Bridge Road

Overarching Policy GABP1: That a strong emphasis should be given to reducing the impact of vehicles by supporting trips that are made by means other than car, particularly walking and cycling with more people using improved bus and rail networks.

3.3 Walking – a Walking-Friendly City

Walking is central to the Strategy. Many people choose to walk because it is relatively direct and quick and the city's layout is conducive to good walking experiences. However, the infrastructure needs to be improved – better footways, crossings, public spaces and higher priority than at present. The scope for daytime pedestrian priority can be considered, enabling vehicle access at other times.

Walking journeys are reliable in that they have predictable journey times, promote healthier living, reduce traffic levels (many car journeys are short enough for walking to substitute) and promote social interaction and vibrant communities.

Adopting a strategy based around walking is entirely appropriate for a constrained, historic city. Promoting Bath as a highly walkable city is a radical move, delivering walking as a priority with appropriate levels of investment in infrastructure to improve the walking experience. This can include better street lighting, surfacing, road crossings, seating, signing, etc. Enabling more people to walk more often also involves an element of information to identify suitable and safe routes and to understand the options available. The health benefits are likely to be considerable both directly to individuals and also collectively, contributing to fewer car journeys and better air quality.

The Public Realm and Movement Strategy provided a helpful framework for improving the walking experience in the city centre and highlighting the importance of streets and spaces. These principles could be extended to the whole city, focusing on core walking routes and overcoming conflicts with vehicle movements, identifying pleasant and safe routes.

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Accessibility for people with mobility impairments (walking difficulties, visual and hearing impediments) should feature when walking routes are considered. Improvements should include level surfacing, dropped kerbs at junctions, careful consideration of street furniture,



effective lighting and clear crossing arrangements.

Shared use of space by walking and cycling should be encouraged. This is necessary in some locations due to the limited space available but creates a good ambiance with minimal signing and road markings. There is no evidence to suggest that sharing space generates accidents and cycle speeds will be low where pedestrian levels are high. Best practice from Europe supports shared use applications.

Walking routes are often rendered difficult by one or more specific locations, such as a road crossing, unlit route or poor surfacing. Many people do not realise that journey times can be

short and routes are attractive when compared with other options. Evidence has been obtained from the Public Realm and Movement Strategy, discussions with stakeholders and on-street observations.

An improved walking network will decrease the number of pedestrian casualties recorded and support a shift towards walking from motorised modes.

To achieve a walking-friendly city, the strategy will:

- Enable walking to the centre and within the city;
- Define the walking network – utility and leisure routes
    - Effective maintenance;
    - New infrastructure: crossings, shared space, lighting;
    - Contribute to health and accessibility;
- Engender a cultural shift to walk as the first choice for many journeys.

Walking

Policy GABP2: That walking be given highest priority in the strategy. It creates a healthier population, an ambience to the historic core of the city and reduces the number of local car journeys. Bath should be an exemplar walking city demonstrating commitment to sustainable transport at a European level.

Action GABA1: Review pedestrian network and in particular the quality of the routes

Action GABA2: Develop a programme for environmental improvements in the city centre

Action GABA3: Continue to follow the principles of the Public Realm and Movement Strategy to guide improvements for individual streets.

3.4 Access for People with Mobility Impairments

A significant proportion of people have some form of mobility impairment, either some form of infirmity, visual or hearing problems and others, such as those with shopping or pre-school children, may encounter difficulties walking around the city or using other transport such as buses. Improved engagement with organisations representing these groups will be important.

Potential measures will include:

- Undertaking an access audit on key walking routes;
- Reducing street clutter



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Inclusion and access for all

Policy GABP3: That consideration for the needs of people with mobility impairments is regarded as a core element of the strategy and the measures included within it.

Action GABA4: The needs of disabled people will be proactively considered whenever policy decisions are taken

Action GABA5: Establish an expert panel on disability issues to guide policy decisions

Action GABA6: Commission an access and inclusion audit of the city centre to recommend reasonable adjustments to our plans for movement including transport in the city

3.5 Traffic Management and Improving Air Quality

Traffic management does not necessarily imply more engineering. Making traffic flow more easily may involve new approaches with fewer junction controls and a subtle approach that suits the settings. However, managing traffic is also linked with where people want to go for which parking is a key determinant. Hence rearranging the supply of parking will influence the decision to drive. Additional parking in the core of the city is not really an option because space is scarce and more traffic would be undesirable. Instead, parking within walking distance of all the main destinations should be available. The Council have shown that a comprehensive approach to parking is effective and forms a sound approach for future measures.

Many of these measures, as with others in the Strategy should have a positive impact on Air Quality which continues to be one of the most serious issues facing the city. We will continue to lobby the Government to give us the appropriate powers to address this problem.

Measures to restrict traffic, such as that using Pulteney Bridge, can be highly effective. Such measures need to be considered in the wider context to understand the implications for other parts of the city. Accordingly, a Traffic Management Plan for the city centre is proposed that will provide the context for management measures and to co-ordinate individual initiatives. The Plan will set out co-ordinated measures including traffic signal control, parking management through signing and the parking policy of reducing the supply of central area spaces, accommodating walking and cycling more conspicuously and other measures to improve traffic flow while deterring vehicle movements for which an alternative is available.

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Through traffic is perceived to be a problem. This includes traffic with both an origin and destination outside the city which has no purpose in Bath and should use other routes. There is also an element of internal through traffic i.e. vehicle movements that start on one side of the city and finish on another and so use the city centre, estimated to account for 12% of all city centre traffic. These journeys contribute to congestion and some could be made by other means.

For streets to function effectively, enforcement of regulations needs to be effective. This includes loading and parking controls and ensuring that Blue Badge holders can access designated parking spaces.



Technology can be deployed to direct motorists to parking spaces (extending the existing variable message signing), to manage traffic signals in a coordinated way and to inform transport users about current conditions on trains, buses and roads. Managing information can be a useful tool, particularly when there are events such as sports fixtures.

Car sharing can be initiated through workplace travel plans. This reduces the number of vehicle movements, reduces pressures on parking and reduces travel costs for individuals.

Traffic delays occur where demand exceeds the road space available and is often associated with motorists seeking parking spaces, an obstruction or similar incidents. Some detailed junction analyses have been undertaken which show the delays incurred to traffic and other road users, particularly pedestrians. Improving options to avoid driving into the central area will help to reduce traffic levels.

In the longer term additional road links could be considered to overcome the limited options presented by the current road network. . A comprehensive approach to traffic management will help make journeys more reliable, evidenced through traffic speed data and user satisfaction surveys.

Measures will include:

- Development of a city centre traffic management plan;
- Setting principles
    - Removing gyratories ;
    - Removing traffic signals where possible;
    - Creating shared spaces ;
- Addressing strategic and local 'through traffic' (around 12% of volume) especially heavy vehicle enforcement; and
- Traffic management related to development sites e.g. Enterprise Area.

Traffic Management and Air Quality

Policy GABP4: Vehicle movement should be better managed to reduce traffic impact and emissions, particularly in the city centre where there is less space available.

Action GABA10: Develop options for a Low Emission Zone to improve air quality in the city and press Government for appropriate enforcement powers to make such a zone effective if implemented.

Action GABA11: Continue to support car clubs and other measures to encourage alternatives to car use particularly in the city centre.

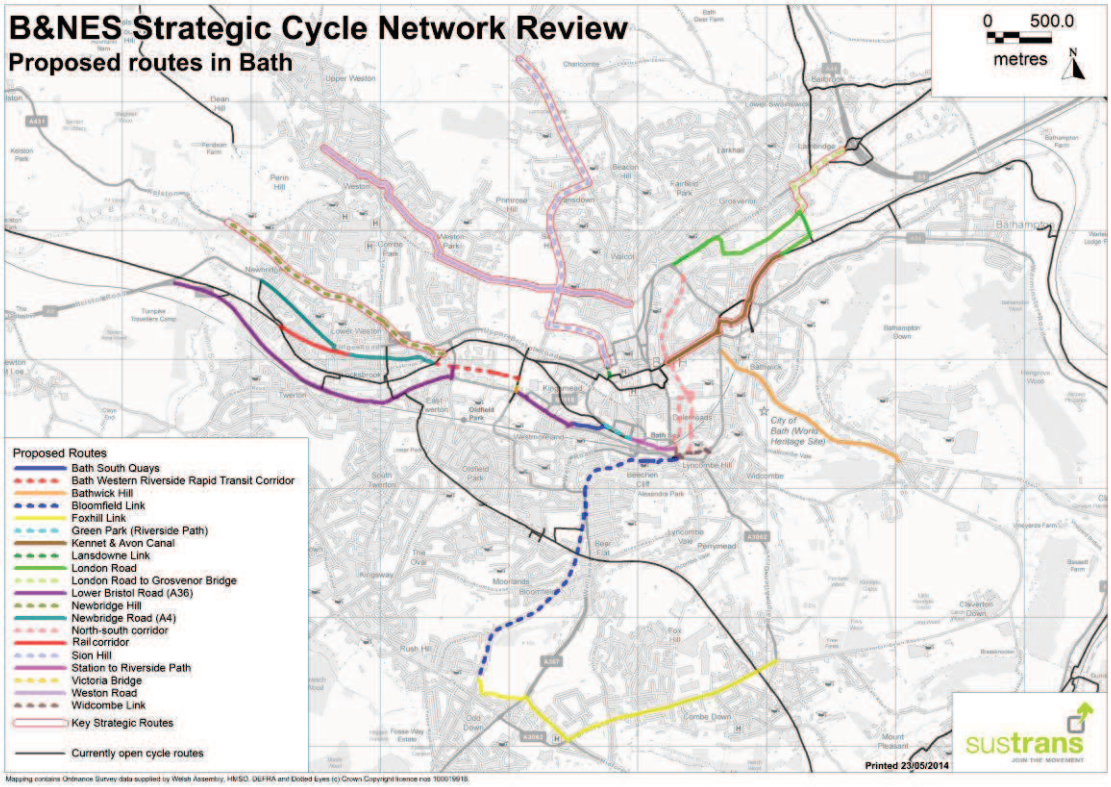
Action GABA12: Develop a programme to remove traffic from the central areas of the City and reduce its impact in other areas e.g. Queen Square, Manvers Street, Dorchester Street.

3.6 Cycling – Building on Potential

Cycling is having a huge resurgence across the country. There is a network of routes around the city which need to be coordinated to form a coherent network, ironing out conflicts with vehicular traffic and attracting new cyclists. The topography of parts of the city is a deterrent to some would-be cyclists but many corridors are more conducive to regular cycling. It is also a healthy means of travel which also contributes to improved air quality if cycling can substitute for car journeys. A riverside route through the Enterprise Area would be very suitable for cycling.

Figure 3.3 below shows cycle routes identified by Sustrans that should be considered as priorities for improvement, to complement the existing routes and those being implemented, to create a basic network of high quality routes. This work will need to be reviewed as individual proposals are brought forward and subject to consultation.

Figure 3.3 Proposed Cycle Routes



Measures to increase the number of cycling trips and to improve quality of the cycling experience include schemes at specific junctions, designated routes, direction signing, secure cycle parking and training for new or returning cyclists. In addition, the provision of shower facilities at workplaces as travel plan measures will support regular cyclists. The use of cycles to access other modes is becoming increasingly important. Extensive cycle parking is available at Bath Spa station but is less evident at other stations and security is a key issue. Enabling cyclists to use secure parking at bus stops should also be considered; this would extend the journey possibilities for many who do not wish to cycle longer distances or for whom it is impractical to do so.

The number of cyclists is increasing (shown by mode share surveys) but journeys can be very individual. Improvements need to involve route audits where appropriate and local knowledge from users, building on the dialogue that is taking place and developing an extensive network of routes. Further mode share surveys, user satisfaction surveys and casualty records will indicate the effectiveness of the measures proposed.

Specific measures will include:

- Linking together existing and planned cycle schemes to give a basic network of high quality routes in the short term e.g. A new bridge at linking North and South Quays, and a reopened pedestrian/cycle bridge at Roseberry Place to link Bristol to Bath and Two Tunnels National Cycle Routes
- Develop the network in the medium to long term, taking into account the recent review undertaken by Sustrans;
- Overcoming problem locations e.g. junctions where cyclists are vulnerable;
- Reducing traffic levels on certain routes to create an environment that is conducive to cycling;

Cycling

Policy GABP5: That cycling be promoted through better cycling routes with appropriate infrastructure where needed, building a cycling culture for people of all abilities.

Action GABA7: Build on the recent Sustrans review of cycling routes and develop a programme to enhance the network.

Action GABA8: Develop segregated cycle routes where possible, particularly along the river corridor where a safe and welcoming riverside walk would complement the Skyline Walk

Action GABA9: Develop opportunities to enhance the existing walking and cycling network e.g. A new bridge linking North and South Quays (through developer contributions), and a reopened pedestrian/cycle bridge at Roseberry Place (through planning the redeveloped site) to link the Bristol to Bath and Two Tunnels National Cycle Routes.

3.7 Development Requirements – Promoting Sustainable Development

A number of development options are being presented. The emerging Core Strategy is identifying the **locations where development can take place, refining this through the Placemaking Plan to specific** sites. These can be designed to add to the economic success of the city and reflect its heritage. Inevitably, there are concerns that new development will generate more traffic but this is not necessarily the case; other means of travel are available, travel demand can change and some journeys will involve relocation. New activities can be the stimulus for better transport, particularly if they make buses more viable and add to the walking and cycling options.



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The Enterprise Area (EA) is a major opportunity to develop sustainable transport by design, linked to the city by walking routes, cycling routes and bus links and containing the demand for travel by car. This is likely to focus on walking as the prime means of access to employment at the city centre parts of the area, supported by new river bridges. Bus access will also be needed along the east-west axis (possibly linking to parking at the periphery) and a network of cycle routes will help people to make journeys. Containment within the site or within the city, enabling people to live and work within one community, will reduce the demand for longer distance travel, particularly by car, although this will depend on the type of jobs available. Transport is a fundamental consideration in the delivery of the Economic Strategy. Without coherent and attractive transport links, Bath will not be an attractive location for development. Striking a balance between car use and other access will influence the design of developments and there is a strong case for proposing high quality mixed development with a strong emphasis on access by walking, rail, bus and cycling. This would be appropriate in the Bath context and offer office, retail and residential accommodation that is different in quality and experience from locations elsewhere.

The process of master planning for the EA is at its early stages but discussions have taken place regarding its likely form and content. Evidence from previous Transport Assessments is helpful and further technical analysis will help to define the development in terms of the number of trips that it is expected to generate, their distribution and the modes of transport that could be expected to provide access. Evidence will be obtained from traffic flows, surveys of the number of pedestrians, cyclists and bus users and the extent to which travel plans have been effective. The planned EA includes a variety of land uses including office, retail and residential. It is expected that the office component will be at the eastern end of the site nearest the city centre, enabling many journeys to be made by walking or cycling to the

centre and Bath Spa rail station, adding to the walking network and becoming part of an extended central area.

As other development takes place along the river, notably housing, the creation of riverside walking and cycling opportunities and new crossings of the river will create new connectivity. A new bus service will connect those parts of the EA furthest from the centre. Developing the office and employment activities initially would help establish the area as part of the city centre and hence its timing is closely related to that of Park and Ride expansion. Determining the wider parking strategy with the creation of additional Park and Ride spaces is an essential requirement for the EA. Developing housing progressively within the EA will allow travel patterns to develop incrementally.

Specific measures will include:

- Ensuring that development sites have sustainable transport options through design, planning conditions such as travel plans and limited car parking;
- Designing for sustainable transport in the Enterprise Area: strong and attractive walking and cycle routes to the city centre and Bath Spa and Oldfield Park stations, secure cycle parking, good links to bus services;
- Integrating new sites within the city by incorporating routes that link to established routes and destinations;
- Proportionate and complementary parking provision in new developments: link to off-site P&R capacity; and
- Developing appropriate parking standards.

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Enterprise Area

Policy GABP6: The Enterprise Area is developed as part of an integrated approach with strong sustainable transport links to the city centre and rail stations. The development will focus initially on office and related development at the eastern end of the site and have limited car parking. Subsequent housing development will also focus on accessibility by non-car modes.

Action GABA13: The Master Plan for the Enterprise Area will develop proposals for a network of walking and cycling links from surrounding communities into the city centre.

Action GABA14: Access to Bath Spa and Oldfield Park Station will be reviewed and improved to maximise the use of these facilities by those working and living in the Enterprise area.

Action GABA15: Effective travel plans will be developed to deliver reduced traffic from the enterprise area and this will be a key feature of the Master Plan. This approach will be followed when considering other developments within the city.

Action GABP16: Traffic generated by developments in the Enterprise Area will be managed by effective parking standards to minimise the impact of traffic on the network

3.8 Car Parking – Managing Supply

Parking is a key determinant of journeys and can be managed accordingly. It is proposed to continue the progress made in Bath to relocate long stay parking at Park and Ride sites, thus reducing vehicle movements into the constrained city centre. This underlies the efforts to reduce the impact of traffic and, while Park and Ride alone will not provide the solution, it is a valuable component of the wider strategy. It enables long stay spaces to be relocated at the periphery which creates options for the central area – converting long stay to short stay spaces or reducing capacity in favour of other land uses while reducing traffic levels. This works in favour of economic activity and is a more efficient use of scarce space in the centre, presenting opportunities to improve the walking environment. The overall supply of parking can be maintained with increases in Park and Ride capacity offsetting reductions elsewhere.

A large number of parking spaces have been taken away or relocated from the city centre over the years, with complementary expansion of the Park & Ride sites. This includes over 3,000 long stay on-street spaces as part of the residents parking schemes introduced in 2000/2001 and the 320 spaces at Royal Victoria Park no longer being available for free all-day parking (introduced in 2013).

This has not been detrimental to the local economy and has helped to reduce traffic levels and shows that parking resources can be managed more effectively. It will be desirable to withdraw more off-street spaces over time in tandem with expansion of the Park and Ride offer. The closure of Avon Street car park will mean that over 600 spaces are displaced, whilst the reduction in the city centre could be higher if other car park sites are developed as part of the Enterprise Area.

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The increase in parking demand in the future has been estimated based on the predicted number of additional jobs and houses that will created in the city. The calculation of demand is outlined in Table 3.1 which is based on estimating the increase in car commuting trips into the centre.

Table 3.1: Estimated Increase in Commuter Parking Demand

	Bath Residents		External trips	Total
	Centre	Outer Area		
New housing	3,000	4,000		7,000
Employees per dwelling	0.9	1.03		
Residents who work in centre	69%	32%		
New employees in centre	1,863	1,318	3,819	7,000
Car mode share to centre	12.4%	24.6%	63.8%	
New car trips to centre	231	324	2,436	2,992
Travel to work on average day	80%	80%	80%	
Parking demand	185	259	1,949	2,393

Allowance has also been made for an increase in non-commuting parking demand in the future (retail, tourist and visitor trips). Car park surveys in 2009 showed that around 13% of vehicles using city centre car parks and 43% using Park and Ride were commuters. By

applying these figures to the total transactions for each type of car park, an estimation of the number of spaces occupied by commuters was made as shown in Table 3.2 (based on interview surveys and assuming that all commuters would be parked at the time of peak occupancy).

Table 3.2: Existing Peak Weekday Occupancy (November 2011)

Location	Total Users	Spaces used by Commuters	Spaces used by Non-Commuters	Total Spaces used
City Centre	3,380	439	1,346	1,785
Park & Ride	2,496	1,073	643	1,716
Total	5,876	1,513	1,988	3,501

If a 10% increase in non-commuting demand is allowed for, this results in the demand for an additional 199 spaces, giving a total expected increase of 2,592 spaces.

However, it is expected that increased use of non-car modes, will reduce the overall parking demand in the future. Allowing for a 10% reduction in the additional future demand (259 spaces) and 10% reduction in existing commuting demand (151 spaces) gives an estimated net increase in demand of 2,182 spaces.

From the November 2011 parking surveys, the maximum occupancy was higher on Saturday than on weekdays, with a total of 3,998 spaces occupied (in the centre and at Park & Ride) representing 87% of the available capacity. By comparison, the maximum weekday occupancy was 3,482 spaces. If it is considered that the figure for Saturday represents the effective capacity of the car parks, there is spare capacity of 516 spaces on a weekday (when car parks operate at over 85% of capacity, congestion starts to occur due to vehicles searching for a space).

Since 2011, increased capacity has or will be provided by expansion of the existing Park & Ride sites:

- 390 spaces at Lansdown (completed February 2013);
- 230 spaces at Odd Down (completed November 2012);
- 248 spaces at Newbridge (planning permission received November 2013);
- 868 additional spaces in total.

However, as part of the planned redevelopment of sites for the Enterprise Area some city centre parking spaces may be displaced. Their replacement in the city centre will need to be considered within the strategy as a whole.

With the possible reduction in city centre parking capacity, greater use of Park & Ride will need to be made and encouraged, particularly for those staying three hours or more. However, good provision for shorter stays should remain in the city centre, whilst aiming to reduce traffic levels in the centre itself. All car trips into the city centre requiring parking could then be directed to the nearest car park on the edge of the centre, based on their incoming route:

- Southgate for trips from the south and east;
- Podium for trips from the north; and

- Charlotte Street for trips from the west.

With the above system, the need for traffic to pass through and circulate around the city centre should be reduced.

It may also be desirable to support 'informal' Park and Ride where car users can park at peripheral locations and use existing bus services to complete their journeys. This could be developed through workplace travel plans to inform people about the options, working with the owners of potential car parks such as pubs or supermarkets where spaces may be available during the day and gaining the support of bus operators.

Other parking issues include enforcement of regulations, a necessity to avoid obstruction of streets and to ensure that spaces are available to as many users as possible. Residents' parking schemes also form part of the picture.

Car park user surveys have been used to provide origin information and also show qualitative aspects of the parking offer. These have covered both central area car parks and Park and Ride and indicate the origins of users and their views on the parking offer. This baseline data can be compared with future survey data to assess the impacts of the parking strategy, particularly in terms of user satisfaction.

Off Street Parking

Policy GABP7: Car parking is a central feature of the strategy, enabling other components to take effect. The policy of reducing central area public parking and expanding long stay capacity at Park and Ride sites should continue, enabling greater emphasis to be given to walking, cycling and bus services in the historic core and on key corridors. Reduction of city centre parking will not take place until alternatives are in place.

Action GABA17: Undertake a further analysis of parking requirements to ensure that the proposal to retain 500 public parking spaces within the Enterprise Area is sufficient to maintain the vitality of the City Centre economy and to encourage modal shift.

3.9 Park and Ride – Providing Long Stay Parking Capacity

Park and Ride is well-established with three sites in operation for the city. These are popular as evidenced by high levels of use and help to reduce vehicle movements into the city centre. Relocating long stay parking from the centre to park and ride is achievable although there is a revenue implication if Park and Ride is priced at a lower level than central area parking and the supply of the latter declines. A site to the east would complete the picture, allowing people to choose not to drive into the centre and thus contribute to a better city environment. Data shows that many trips originate from the east and that some motorists choose to use the Park and Ride facilities at Odd Down and Lansdown in the absence of a facility to the east. A designated site will need to be adopted, enabling bus and/or rail links to serve the city centre. The three existing park and ride sites may need to be expanded further; work has recently commenced on the expansion of the Newbridge facility. There may be scope to reassess journey patterns, for example taking account of the expanded Newbridge provision, orientating some Park and Ride services to the hospital (as the Odd Down P&R buses do) or other destination rather than or in addition to the city centre.



The established Park and Ride sites are well used and often full. Data shows that most users use the site nearest to their approach to the city but that some may divert from Lansdown and Odd Down to a new site to the east if available. Users comprise commuters and visitors/shoppers and collectively account for around 1.2 million vehicle trips every year (to and from the city centre). Evidence has been obtained from surveys of current Park and Ride users including identification of their journey origins. Traffic count data has been used to assess the effects of Park and Ride on radial routes. It is suggested that further work is needed to identify how the additional demand can be accommodated.

Park and Ride

Policy GABP8: Establish the need for increased Park and Ride capacity as part of a wider parking strategy and to undertake a detailed assessment of sites to the East of the City, with an initial bus based facility if needed while a railway site is developed.

Action GABA18: Identify need for increased Park and Ride capacity and detailed assessment of sites through the 'Placemaking Plan as part of a wider parking strategy.

3.10Bus Services – Making Better Use of Services

Bus services in and around the city are numerous and generally of good quality. The new bus station provides a focus for a wide range of services and many buses are accessible to everyone. Improving bus services is about much more than the buses themselves – it is about understanding how, when and why people travel and providing buses to meet those needs. One bus can substitute for many car journeys in the city. Working with bus operators will determine the most appropriate ways to build the market through straightforward ticketing, new information provision and services that meet the needs of local people during the day and into the evenings.

The apparently declining core market for buses is a concern which will need to be addressed given that bus is the most realistic option for many journeys beyond reasonable walking or cycling distance, or for those people who unable or unwilling to walk or cycle. The Greater Bristol Bus Network is a concerted effort to generate growth in bus use through improved services supported by new infrastructure, the principles of which could be applied to Bath.

A number of initiatives have aimed to improve the quality of bus services in terms of journey reliability and punctuality but problems of unpredictable traffic conditions and high fare levels persist alongside negative perceptions of the bus offer which will need to be overcome if demand is to be stimulated. Measures that can help include the widespread availability of real time service information and journey planning tools. Funding from the Department for Transport's Better Bus Areas scheme is enabling the introduction of measures to help bus movements in the London Road corridor. There are also plans to introduce a bus lane on the A36 Lower Bristol Road on its approach to Windsor Bridge Junction. The recent experimental changes in Dorchester Street are designed to ensure that buses are not delayed entering and exiting the Bus Station. The widespread adoption of smartcard and other forms of easy payment will help show how bus travel can be made more attractive and also provides valuable data for operators about users' travel habits.



The number of bus users has remained relatively constant in recent years – based on data for the number of users – but the number of concessionary users has increased. This indicates that the number of regular fare-paying users has declined, despite the improvements to services and infrastructure introduced through the Bath Transport Package.

Specific measures will include:

- Bus network improvements including infrastructure e.g. evening services;
- Better multi-media service information (joint initiative between operators, the Council and users);
- Smart ticketing, as being introduced currently and mobile phone ticketing;
- Revised fares structures, especially for inter-urban services; and
- Scope for additional priority measures e.g. at junctions.

Bus Network

Policy GABP9: Improved bus services, with ticketing and other improvements and measures to improve reliability, will provide alternative travel options to car use, promoted through travel plans and comprehensive marketing.

Action GABA19: Prioritise funds to improve the reliability of bus travel and continue to engage with bus companies.

Action GABA20: Build on the improvements implemented by the Bath Transport package and support Real Time Information, Smartcard and review of bus routes to develop enhanced and more frequent services with the aim of an ½ hourly service on cross city routes.

Action GABA21: Provide new dedicated facilities for buses when developments allow e.g. from Bath Riverside adjoining Green Park Station into the city centre.

Action GABA22: Encourage bus operators to adopt Euro 6 standard engines and take opportunities to run electric or hybrid buses.

3.11Travel Plans

Travel plans can contribute to people understanding their travel options and moving towards sustainable modes. Workplace travel plans for major education and workplaces including those in the Enterprise Area will need to identify sustainable transport options. This may include better travel information to widen choice, changing the opening times of shops, offices and businesses to help spread peak demand and measures to enable the uptake of public transport use.

The impact of travel plans can be demonstrated by lasting changes in travel behaviour, supporting sustainable travel choices and reducing peak time car travel. Information has been obtained regarding existing travel plans and experience from other parts of the country indicates how travel plan initiatives can be successful in reducing car dependency. For example, the University of Bath's travel plans show a reduction of 7.5% in staff sole occupant car trips in two years.

Specific measures will include promoting travel plans through a travel forum:

- Workplaces;
- Education establishments;
- Healthcare and Royal United Hospital catchment issues;
- Rail stations/neighbourhoods.
- Provide additional secure cycle parking at workplaces, leisure facilities, rail stations, city centre locations; and
- Workplace shower facilities; and an inclusive training programme

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Travel Plans

Policy GABP10: Travel plans will be promoted for all main activities in the city to support a move from car use to other means of travel and will be built into the planning process;

Action GABA23 Existing plans will be refreshed for workplaces, universities and other education establishments;

Action GABA24: Travel need for healthcare, particularly the Royal United Hospital will be considered;

Action GABA25: Travel plans will be developed working with transport providers: train and bus operators, cycle shops, etc.

Action GABA26: Support implementation of school travel plans to reduce impact of 'school run'

Action GABA27: Continue to develop and promote its own travel plan to be one of the best in the district.

3.12Taxis and River Taxis

Hackney Carriage and Private Hire vehicles are a vital part of the available public transport network. They provide an immediate and flexible option for all users and are particularly important in providing a service that is not covered by conventional bus or rail services. Hackney Carriage and Private Hire vehicles can and do assist the rail and bus networks by acting as feeder services and by providing a fall back service in the event of rail or network issues, thereby providing a vital link in the chain of available public transport. They provide an essential door to door service, which can be a vital lifeline for people with mobility impairments, or persons who need a flexible transport solution. Hackney Carriages and Private Hire vehicles are also used extensively by the local authority to provide a transport solution for schoolchildren and social care clients.

Licensed vehicles are a valuable asset for tourists and visitors to the local area who are unfamiliar with the location and rely on the specialist knowledge of the local drivers to deliver them to their required destination. They provide an invaluable contribution to the vibrancy of the night time economy of the area and are often the only form of local public transport available in the early hours of the morning. Hackney Carriages and Private Hires' are a key element of the overall public transport framework and as such the Council recognises their value and contributions to transportation throughout the area of Bath & North East Somerset Council. The Council will continue to support the licensed trade by providing Hackney Carriage Stands where demand and space allows and will continue to review the Hackney Carriage fare structure annually. The Council will continue to support Private Hire Operators through the licensing regime to allow businesses to deliver an effective and competitive transportation package.

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Taxis and River Taxis

Policy GABP11: Maintain the taxi network as part of the wider range of transport options

Action GABA28: Review the location of taxi ranks within the city to distribute them to more effective locations.

Action GABA29: Encourage low emission vehicles for Taxis and Private Hire Vehicles

3.13Rail – New Services and Opportunities

Options for train travel are expected to widen as changes are made to rail infrastructure and services. For journeys to Bristol, the Wiltshire towns and beyond, rail will be a more attractive option. Improved access to the local stations will become more important. Consequently existing provision within Bath will need to be reviewed to determine if it can meet potential future need and is accessible.

Given the scope of the rail network, it is possible that improvements outside the area will support more train travel such as the creation of new stations in Wiltshire (including Corsham) or the Bristol area, enabling people to access rail services more easily.

The timing of changes to the rail network is critical in that electrification of the Great Western Main Line from London to Bristol and beyond presents the opportunity for future options to be included, provision for which will not be possible subsequently. Given the high cost of rail infrastructure, plans need to be fully justified and robust. Changes to routes with two trains per hour diverted from Bristol Temple Meads to London Paddington via Bristol Parkway and two per hour via Bath Spa opens up new capacity. In addition, the proposed MetroWest network envisages the upgrading of services across a wide area with more frequent trains between Bath and the Bristol area. Rail and ride opportunities need to be considered as part of this process

Continued co-operation between local authorities will help maximize the benefits of the substantial changes to the rail network. Improved links with the Bristol area will support the growth of Bath while working with Wiltshire Council and train operators will help to improve services between Bath and Bradford on Avon, Trowbridge, Warminster, Chippenham and Westbury.

The number of rail users is at an all-time high and more people can be expected to use the local network when wider journey options become available, such as the West of England Metro for which some information is available. Business cases including demand and revenue forecasts will be needed to justify proposals on the rail network.

Specific measures will include:

- Improved walk/cycle/bus access to Bath Spa and Oldfield Park, including from the Enterprise Area;
- Service improvements and journey opportunities on electrified main line and MetroWest network;
- Increasing capacity of existing trains e.g. Trowbridge line;
- Further work is required to examine the potential for new stations and rail and ride options or improvements to existing stations; and
- Station capacity management e.g. event days.

Rail

Policy GABP12: The growth in rail capacity and the range of services available as part of the Great Western Main Line electrification scheme and the development of MetroWest will support significantly more rail journeys to Bristol. Better services will be promoted to link Bath with the west Wiltshire towns. Access to local stations need to be improved and new stations may be appropriate.

Action GABA30: Continue to support and develop the introduction of MetroWest services.

Action GABA31: Continue to investigate how improvements to the rail network to the east could help with the development of a Park and Rail facility.

Action GABA32: Support extending improved services to Westbury and reopening of Corsham Station

3.14Coaches – Supporting the Economy

Visitor coaches are a strong contributor to the economy. The Roman Baths is a key destination with over 350,000 visitors arriving by coach each year. The need to close the Avon Street coach park requires both a short term solution and a permanent solution. This also needs to consider options for loading/unloading coaches in the city centre. Orange Grove has been altered to create a high quality public realm and accommodates some bus services including tours hence is no longer available for large numbers of coaches

The Bath Christmas Market attracts visitors in considerable numbers, many of whom arrive by coach; the summer season also sees a rise in the number of coaches visiting the city. Over 80 may arrive in a single day and accommodating this number has been difficult. With the relocation of the coach park, ample space needs to be available to accommodate peak demand or other options will need to be considered such as the suspension of on-street car parking bays in some locations to enable overflow coach parking at certain times.

Many coaches originate in London/South East as shown by survey data and all require access in the city within a short distance of the main attractions. Avon Street coach park has insufficient space for the number of coaches arriving and at least five bays are required in the city centre. Dialogue with visitor attractions indicates that coaches are a major component of their success but that an easily accessible unloading point in the city centre is essential, which is linked to a more remote coach parking facility where coaches will park up after dropping the visitors within a City Centre location.

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Specific measures will include:

- Identification of City centre coach set-down/pick-up facilities;
- Identification of replacement coach parking facilities;
- Management of pre-booked arrivals;
- Peak demands for market / festivals / events may need additional capacity.

Coaches

Policy GABP13: Coaches will continue to be promoted as an important means of bringing visitors to the city. The use of Weston Island as an initial alternative to Avon Street Coach Park is supported pending the development of a more permanent solution.

Action GABA33: A replacement coach park should be provided at either Weston Island or Odd Down Park and Ride site.

Action GABA34: Develop an additional site where Coaches can drop off visitors e.g Manvers Street/Avon Street.

Action GABA35: Find an additional coach parking site near to the city centre to complement the use of Weston Island.

Action GABA36: Investigate measures to restrict coaches from driving into the city without contributing to the local economy.

3.15 Freight Movements – Better Management

Freight movements are essential to keep the economy moving. A consolidation centre has been established for city centre retailers which has reduced vehicle movements dramatically but more businesses could be involved which would enable it to operate without subsidy. From the initial involvement of around 30 businesses, several hundred will be needed to make the scheme a commercial proposition. This could be supported through further dialogue with potential users but also an understanding of possible traffic management and enforcement changes such as restrictions on loading and unloading, emissions standards or vehicle size/weight limits. Electric delivery vehicles and cycle delivery of parcels could be promoted for the city centre.



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Loading and unloading restrictions are in place but are contentious – businesses cannot always specify delivery times or incur additional costs to meet the on-streets constraints. While many businesses operate with specific delivery arrangements, problems can result from smaller delivery vehicles, notably the expansion in parcels and courier services and also one-off activities such as builders' vehicles which can cause obstructions. These are difficult to manage but a permit scheme limiting access to pre-defined times and locations may be desirable if the problem becomes widespread.

Food and other retail deliveries are becoming more popular as internet access increases. This has generated delivery van activity but not necessarily a reduction in visits to shops as people view potential purchases before the transaction is made from home, particularly for one-off purchases. However, the timing of retail visits may be changing as internet shopping becomes more widespread.

Although overall the number of heavy vehicles is small, their impact can be considerable so enabling the use of smaller vehicles has significant benefits. Evidence has been sought from city centre management, representing retail activities in particular. However, large vehicles such as those on London Road do not wish to negotiate the city's streets unless they have a particular need to be there.

Specific measures will include:

- More cycle deliveries;
- Consolidation centre used for more businesses;
- Possible out-of-hours deliveries;
- P&R retail collection points;
- Working partnership with businesses and operators;

- Press the Highways Agency to take measures to remove heavy lorries from the city and,
- Restricted unloading hours with enforcement.

Heavy Goods Vehicles

Policy GABP14: That freight movements be considered more fully, particularly to promote consolidation of deliveries and reduce the impact of HGV's.

Action GABA37: Work with the Highways Agency, Wiltshire and other authorities to develop proposals and strategies to remove through traffic and HGV's in particular, from Bath.

Action GABA38: Work with businesses and operators to better manage loading and unloading arrangements.

Action GABA39: Continue to support Freight Consolidation Centre and review potential for additional centres.

Action GABA40: Develop 'Leave & Collect' points for shopping, with drop offs at P&R sites.

Action GABA41: Consolidate home delivery services

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3.16 River and Leisure uses

The river is an underused resource within the city. The Enterprise Masterplan will put this resource at the heart of the regeneration of this part of the city. Transport on the river will not deliver particularly quick journeys however its use could enhance visitor experience and provide a new 'offer' for the city. The Transport Strategy will allow the continued development of the River to enhance the city for residents and visitors.

River

Policy GABP15: Allow the continued development of the use of the river for tourism, and leisure uses and other uses e.g. Taxi services.

Action GABA42: To support initiatives to improve access to and use of the river.

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4. Delivering the Strategy

4.1 Priorities and Programme

The Strategy is intended to generate significant changes in travel behaviour and mode share. It also needs to be deliverable. Generating major benefits for the economy, community and environment is achievable in the spirit of the vision and offers the potential to make Bath an exemplar city for sustainable transport.

Walking is a major component of the strategy with widespread benefits and requires an extensive programme of works including signing, lighting, footpath and footway improvements, better lighting and improved crossings. Parking and traffic management measures will require a phased approach while development sites may take many years to complete.

Ideally all proposed measures should be progressed together. However, some proposals are easier to deliver than others and will involve more procedures such as Traffic Regulation Orders or planning consent. Some proposals may have long lead times which require extensive planning. However, some have been given a high rating for priority, reflecting their extent of their expected benefits. Detailed costings are unavailable at this stage but some schemes will have wide coverage even if the component schemes are relatively small; for example, a programme of walking route improvements may involve a large number of small schemes throughout the city.

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4.2 Monitoring and Key Performance Indicators

A comprehensive set of base data will need to be collected prior to any measures being put in place in order to allow detailed before and after studies to be undertaken. The impacts of the strategy will need to be measured on a regular basis and assessed for their contribution towards the objectives. A comprehensive series of data will need to be collected on a regular basis that will indicate changes over time, although more specific assessments may be needed in response to particular measures.

Specific KPIs will include:

- Number of vehicles/delays/traffic growth;
- User satisfaction;
- Air quality;
- Increases in walking, cycling and bus and train use;
- Parking demand and distribution; and
- Successful delivery of development sites.

A Delivery Plan has been developed with a five year profile against which continuous improvement can be demonstrated (see Appendix 1). This will be subject to annual review and the complementarity of measures will also be considered.

Biennial Report

Action GABA43: A biennial report should be prepared of actions and projects implemented in the delivery of this strategy.

4.3 Outcomes

Delivering this Strategy will address the defined objectives through improved travel choice to reduce the number of car journeys, hence reducing the impact of traffic and improving air quality. The local economy will be enhanced through easier access on foot and cycle and to improve the visitor experience. Quality of life will be improved with a more attractive city, supporting a culture of sustainable travel enabled by a comprehensive programme of community engagement. This will enable investment and development to take place, building on sustainable travel throughout the city.

All the measures outlined above need to be delivered in combination to address the strategy objectives – there are no individual or simple solutions.

If delivered effectively, it will achieve the following:

Improved travel choices;

- More business opportunities and higher productivity;
- Fewer car journeys, healthier lifestyles;
- Reduced carbon emissions, addressing climate change;
- Better air quality, improved safety and health;
- Sustainable development and delivery of Core Strategy – Placemaking Plan; and
- Improved experience for residents and visitors

The implementation of the measures proposed will influence Bath in a positive way over a number of years – changing the culture of the city to be a leading proponent of walking and sustainable transport is a shift requiring behavioural change. However, the effects could be transformational with a new emphasis on the historic fabric and layout of the city, enabled by a strong walking tradition supported more cycling and better use of trains and buses. The city pre-dates cars but vehicles have gradually come to dominate the streets to the detriment of the environment and the economy. Bath should be Europe's prime example of a sustainable transport culture.

4.3 Targets and Supporting Indicators

Setting targets requires confidence that the measures planned will be delivered and that they are realistic ambitions. Given the continuing growth in sustainable transport modes, it is reasonable to assume levels of walking, cycling, bus and rail use will in increase by 2020. The target for each of these modes is shown in Table 4.1 below.

Table 4.1 Targets

	Target	Comment
Walking	8% Increase by 2020 from 2015 baseline	
Cycling	22% increase by 2020 from 2015 baseline	Using annualised index (B&NES wide)
Bus passengers	2.5 % increase by 2020 from 2015 baseline	Growth in patronage (B&NES wide)
Rail passengers	16% increase by 2020 from 2015 baseline	ORR data for Bath Spa and Oldfield Park Station usage

Table 4.2 sets out our 5 Supporting Indicators. We will measure our performance in improving bus satisfaction and it is also important to monitor our progress on tackling congestion, improving air quality, reducing CO_2 emissions and availability of car parking in city centre and park and ride sites.

Table 4.2: Supporting Indicators

Congestion (B&NES wide)
CO_2 emissions (B&NES wide)
Air Quality in Bath City Centre AQMA
Bus satisfaction (B&NES Wide)
Traffic reduction crossing Bath central cordon
Availability of parking in Central Area and P&R sites

We will use a traffic light system for monitoring our indicators. Green means performance is improving, amber no change whilst red means performance is slipping. This is a simple but cost effective approach providing direction of travel.

Our indicators and targets will help track how our schemes are doing. Where progress looks to be falling short we will consider what additional prioritisation and/or measures will be appropriate to get it back on track.

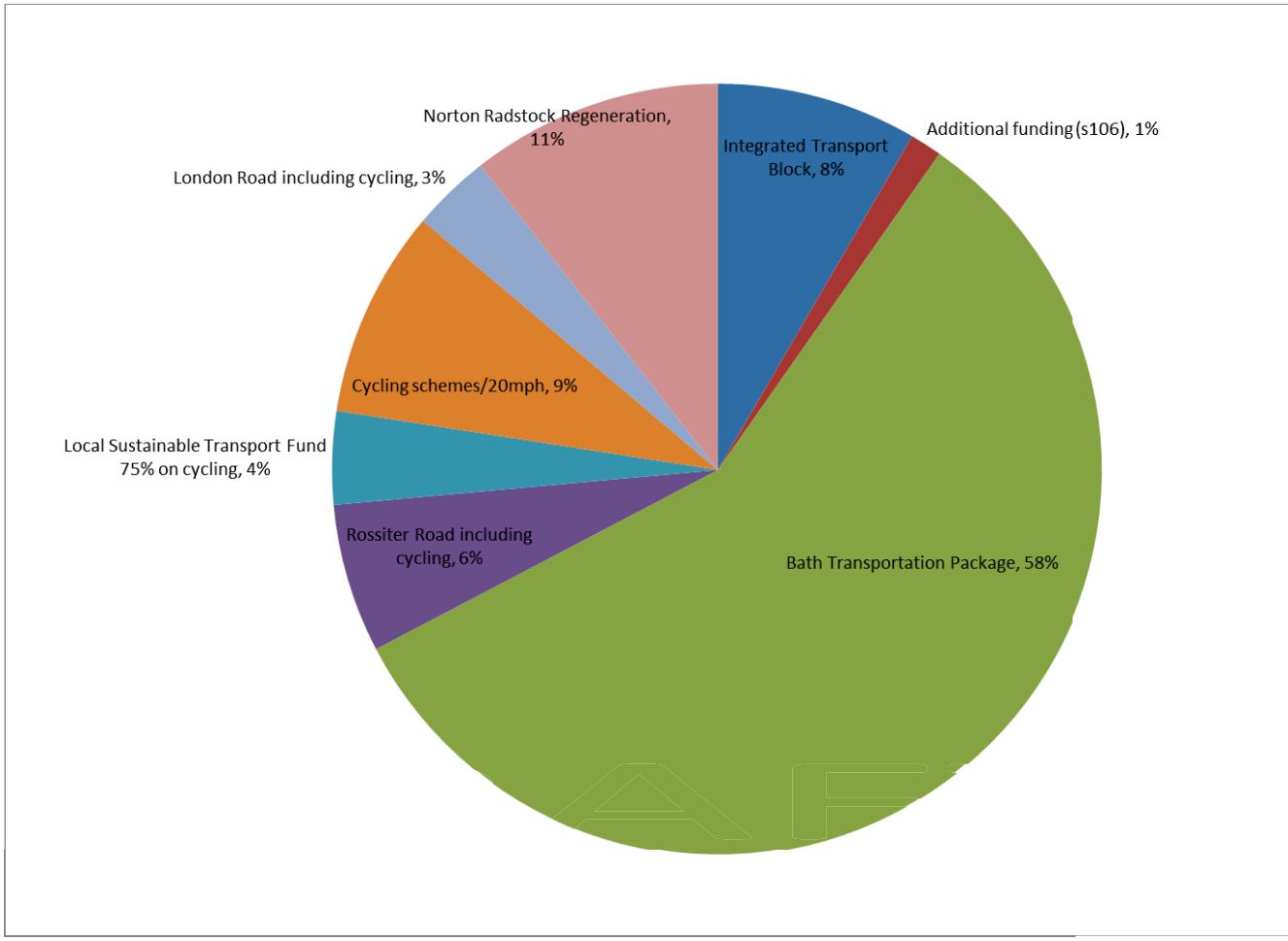
Benchmarking our performance with neighbouring authorities will be undertaken using National Highways and Transport Public Satisfaction Survey data.

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4.4 Delivery and Funding

The delivery of the Bath Transport Strategy will be dependent on available resources from Council own budget, private developments through Community Infrastructure Levy, bids to Government and other resources particularly the Local Enterprise Partnership. In addition the planning of the city through the Core Strategy should help delivery many elements of the strategy and area or sites come forward for redevelopment. The Bath City Riverside Enterprise Area Masterplan will be key to delivering many aspects of the Strategy.

The following chart shows, for the current financial year (2014/15), how the Council is spending its budget of £20.2m on transport improvements.


Norton Radstock Regeneration, 11%
Integrated Transport Block, 8%
Additional funding (s106), 1%
London Road including cycling, 3%
Cycling schemes/20mph, 9%
Local Sustainable Transport Fund 75% on cycling, 4%
Rossiter Road including cycling, 6%
Bath Transportation Package, 58%







Getting Around Bath: Consultation Findings

A Transport Strategy for Bath

October 2014

Bath and North East Somerset Council

Mott MacDonald

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Bath and North East Somerset Council

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Executive Summary

Key Findings

Following the publication of the Draft Transport Strategy for Bath, consultation was undertaken with members of the public and stakeholders to explore opinions of the proposals set out within the document.

The key vision underpinning the Draft Transport Strategy for Bath is that:

Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core.

This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people.

A total of 208 responses were received to the consultation questionnaire, with 156 online and 52 paper based submissions. Key findings to emerge within these responses included:

The Strategy

- Two thirds of respondents agreed with the vision for Bath underpinning the Draft Transport Strategy (67%)
- There was strong support for increasing sustainable transport options within the city of Bath, including walking (93%), rail (91%), bus (89%) and cycling (81%)

Reducing Congestion in Bath

- Over three quarters of respondents (77%) agreed with the development of a Park/Rail and Ride facility to the East of Bath, with a view to reducing congestion in the city

Reducing the Impact of Heavy Traffic

- Over three quarters of respondents (76%) also felt that the development of a new road linking the A4 (Batheaston Bypass) with the A36 would be a good way of reducing through-traffic within Bath
- The majority of respondents (86%) felt that preventing HGVs from entering the city centre during peak hours, and the use of a Freight Consolidation Centre with electric vehicles, was a good idea
- Over 80% of respondents (83%) also indicated that they would support the redirection of vehicles from London Road and Cleveland Bridge in order to address issues of congestion on these key through-routes within the city

Simplifying Road Layouts

- Almost two thirds of respondents (65%) felt that the removal of selected one-way road layouts within the city was a good idea in order to simplify road layouts and reduce the impact of traffic on nearby buildings

Rail Travel

- There was significant support for improvements to rail services including cheaper fares (91%), more frequent services (90%) and better trains (89%)
- The majority of respondents (83%) also agreed that proposed developments in Bath, particularly surrounding Oldfield Park Station, and consequent enhanced service provision would make travelling from this station more attractive to potential rail users

Parking

- Around three quarters of respondents (74%) agreed with plans to increase Park and Ride facilities in Bath

Walking and Cycling

- The implementation of pedestrian schemes, in line with the strategy's objective to make Bath the UK's 'most walkable city', was supported by the majority of respondents (85%)
- Three quarters of respondents (75%) supported the prioritisation of cycling along the river corridor, with radial routes into the city centre

Tackling Air Quality

- Around three quarters of respondents (74%) supported proposals to increase facilities for electric vehicles within the city

Buses

- Around three fifths of respondents (58%) thought that increasing the number of bus lanes within Bath was a good idea

Coaches

- Around 80% of respondents supported proposals to find new locations for coaches to drop off visitors before parking elsewhere (81%) and to expand Park and Ride sites to include coach waiting areas (78%)
- Just less than half of respondents (47%) agreed with the proposal to develop a new site within close proximity to the city centre where coaches could park

1 Introduction

Following the development of the Draft Transport Strategy for Bath[1], a consultation exercise was undertaken to gauge public and stakeholder opinions on this document. This consultation was co-ordinated by Bath and North East Somerset (BANES) Council, with Mott MacDonald technical staff on hand to provide information on the proposals set out within the strategy. The findings from the consultation were independently analysed by Mott MacDonald's Public Consultation Team and are presented within the following report.

1.1 Draft Transport Strategy – Vision and Objectives

The Draft Transport Strategy for Bath sets out a long term vision for transport in and around the city of Bath, with proposals set out to improve and address key transport issues facing the city over the next 15 years, up to 2029.

In addition to addressing practical transport issues such as connectivity, accessibility and sustainability, the strategy also links to wider city ambitions of growth and development.

The document recognises the vital role that transport plays for both local residents and visitors, with the latter a fundamental aspect of the local economy. The historic nature of Bath, and the need to preserve this in the interests of both residents and visitors, is also acknowledged and emphasised throughout the strategy document.

Considering these points, the core vision underpinning this Draft Transport Strategy is that:

> ***Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core.***
>
> ***This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people.***

In order to achieve this vision, the strategy document has a number of key objectives, including:

- Supporting and enabling economic growth, competitiveness and jobs;
- Promoting sustainable mobility;
- Widening travel choice;
- Widening access to opportunities: jobs/learning/training;
- Improving air quality & health, reducing vehicle carbon emissions;
- Safeguarding and enhancing the unique historic environment and World Heritage Site status; and
- Improving the quality of life in the city.

1.2 Consultation

A consultation exercise was undertaken with local residents and stakeholders in order to evaluate the content of this Draft Transport Strategy document and to ascertain whether the proposals made within this meet the long term needs of the city and surrounding areas. The methods used within this consultation and the key findings to emerge from this are explored within subsequent sections of this report.

[1] Getting Around Bath - Draft Transport Strategy April 2014 - http://www.bathnes.gov.uk/sites/default/files/siteimages/getting_around_bath_-_vision_and_strategy_launch_document.pdf

1.3 Report Structure

This report is structured as follows:

- **Chapter 2** – Methodology
- **Chapter 3** – Profile of Consultees
- **Chapter 4** – Main Findings
- **Appendix A** – Consultation Questionnaire
- **Appendix B** – Summary of Additional Stakeholder Comments

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2 Methodology

This section of the report outlines the research methods employed within the Draft Transport Strategy consultation exercise.

2.1 Consultation Design

The consultation questionnaire was developed by BANES Council in order to capture public and stakeholder views on the Draft Transport Strategy for Bath. This was administered in both a paper and online format, to enable maximum participation in the consultation process. A copy of this questionnaire is provided in Appendix A.

The consultation was live for around one month from late June to late July 2014.

2.2 Consultation Questionnaire

The consultation questionnaire contained questions relating to the following key areas which are covered within the Draft Transport Strategy and invited respondents to provide their views.

Key topics within the questionnaire included:

- **The Strategy** - The core vision and key objectives underpinning the strategy, particularly sustainability and the increase of walking, cycling and public transport use
- **Reducing Congestion in Bath** - Park/Rail and Ride proposals and potential usage
- **Reducing the Impact of Heavy Traffic -** Link road proposals, changes to HGV access to city centre and vehicle redirection from existing through-routes
- **Simplifying Road Layouts -** Proposals to remove one-way restrictions on selected city roads
- **Rail Travel -** Rail service improvements and impact of local developments on how attractive rail services are to passengers
- **Parking -** Proposals to increase Park and Ride facilities around the city of Bath
- **Walking and Cycling -** Proposals to implement pedestrian schemes, how these schemes should be delivered and the introduction of priority cycling routes along the river corridor with radial routes into the city centre
- **Tackling Air Quality -** Proposals to increase facilities for electric vehicles
- **Buses -** Proposals to increase bus lanes and establishing what would encourage respondents to use bus services more often
- **Coaches** – Proposals to improve existing coach facilities, including the introduction of drop off locations, inclusion of coach waiting areas within Park and Ride sites and introduction of new coach parking facilities near to the city centre
- **Additional Comments** - Any further comments on the proposed strategy
- **Demographics** – Home Postcode Location, Age, Gender, Disability.

Paper copies of the questionnaire were distributed at consultation events and a link to the online survey was available on the Council's website, as well as being printed on consultation materials such as leaflets.

2.3 Consultation Events

A series of events were held in order to engage with the public and stakeholders, to present relevant information relating to proposals and obtain feedback on the Draft Transport Strategy. These events were publicised on the Council's website, plus through word of mouth amongst stakeholder groups. Details of the full programme of consultation events are outlined in Table 2.1 below:

Table 2.1: Programme of Consultation Events

Event	Date	Venue	Attendance
Stakeholder Workshop	Thursday 26th June 2014	Bath Royal Literary and Scientific Institute	49
Public Exhibition/ Consultation	Monday 30th June 2014 - 6pm-9pm	Bath Royal Literary and Scientific Institute	19
Public Exhibition/ Consultation	Friday 11th July 2014 - 2pm -5pm	Guildhall	57

2.4 Response

A total of 208 responses were received to the consultation questionnaire, comprising 156 online and 52 paper based submissions.

2.5 Data Processing and Analysis

Responses received to both the online and paper based questionnaire were collated and analysed using SPSS, a specialist statistical analysis software.

Open text comments received in response to the consultation questionnaire (Questions 1a, 4, 5a, 6a, 7a, 8a, 11a, 12a, 12b, 13a, 14a, 16, 17a, 17b, 17c, 18) were thematically coded to capture emergent and recurring themes within the data.

2.6 Additional Stakeholder Responses

In addition to the consultation questionnaire, stakeholders were invited to submit any additional comments both during consultation events and via email. A summary of key points contained with the 19 additional comments received can be found within Appendix B of this report.

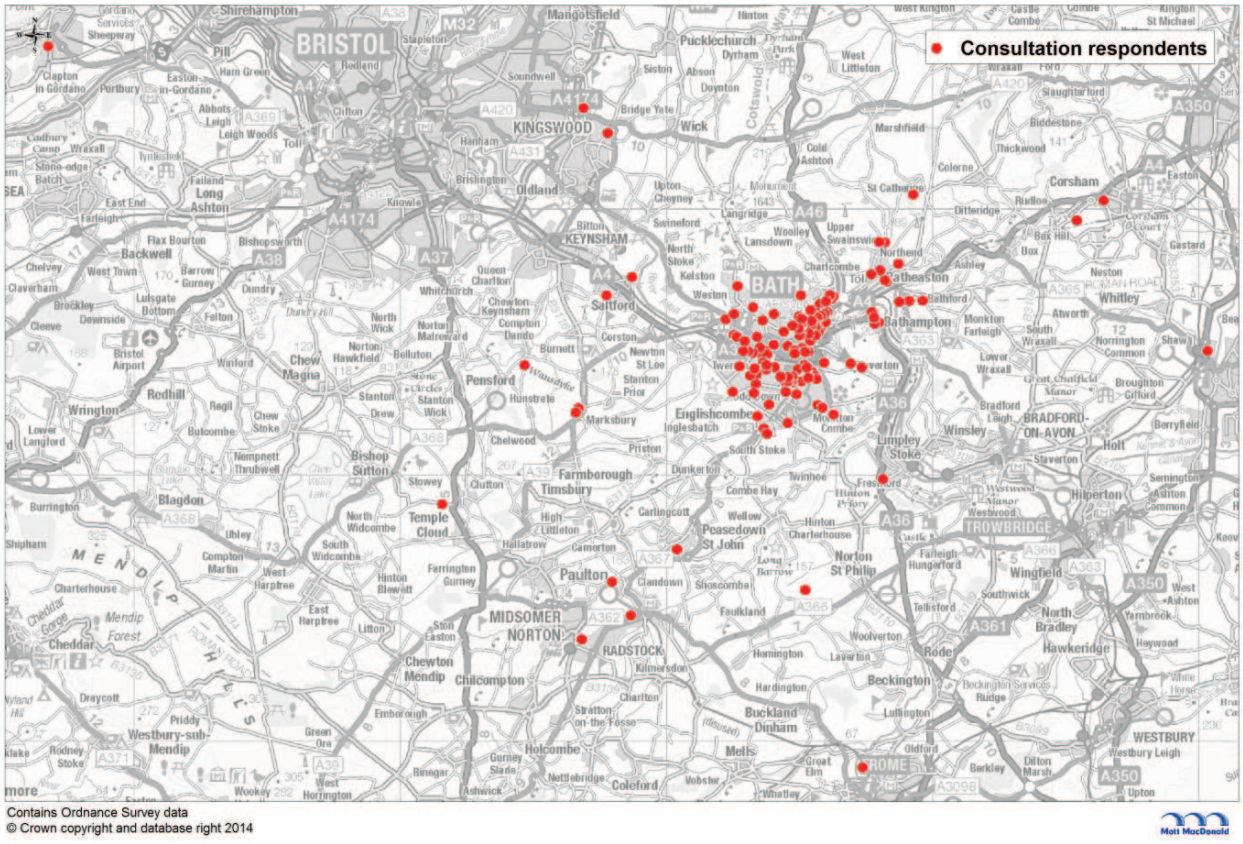
3 Profile of Consultees

The following section of this report outlines the demographic profile of those who completed the consultation questionnaire.

3.1 Location

Figure 3.1 below indicates the home postcodes of respondents:

Figure 3.1: Home Postcode Locations of Respondents



Base: 156 valid addresses (138 unique postcodes)

Most respondents can be seen to be located in and around the city of Bath, with a small number living in surrounding areas such as Kingswood, Frome, Paulton and Midsomer Norton.

3.2 Age

Respondents were asked to indicate which age category they belonged to, as outlined in Table 3.1 below:

Table 3.1: Age

Age Category	%
18 - 24 years	5%
25 - 34 years	7%
35 - 44 years	15%
45 - 54 years	16%
55 - 64 years	30%
65 years plus	28%

Base: 198 valid responses

Over half of the sample was aged 55 or over (58%).

3.3 Gender

Of the 188 respondents who provided details of their gender, a greater proportion of males (69%) than females (31%) responded to the consultation questionnaire.

3.4 Disability

The majority of respondents indicated that they did not consider themselves to have a disability (89%).

Those who indicated that they did consider themselves to have a disability (11%) were then asked to provide details of this, as outlined in Table 3.2 below:

Table 3.2: Nature of Disability

Disability	Number of respondents
Physical/mobility impairment	16
Speech, hearing or eyesight	5
Ability to recognise physical danger	1
Learning disability	1
Other	4

Base: 27 valid responses (some responses indicated more than one disability)

Over half of respondents who considered themselves to have a disability indicated that this was a physical or mobility related impairment (16 respondents).

4 Main Findings

This section of the report presents the main findings from the consultation questionnaire.

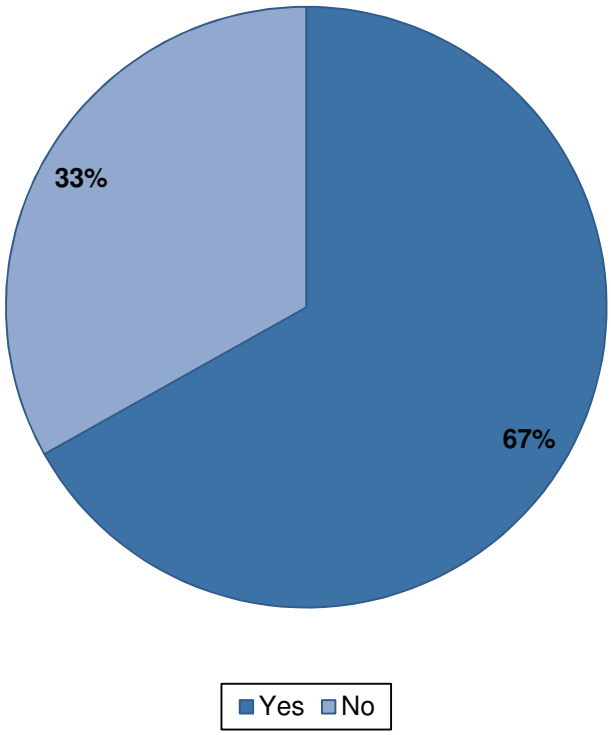
4.1 The Strategy

As previously outlined, the Draft Transport Strategy has a vision for Bath, which is that:

> ***Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core.***
>
> ***This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people.***

Respondents were therefore initially asked whether they felt that this vision was right for the city of Bath:

Figure 4.1: Is [the Draft Transport Strategy vision] right for the city?

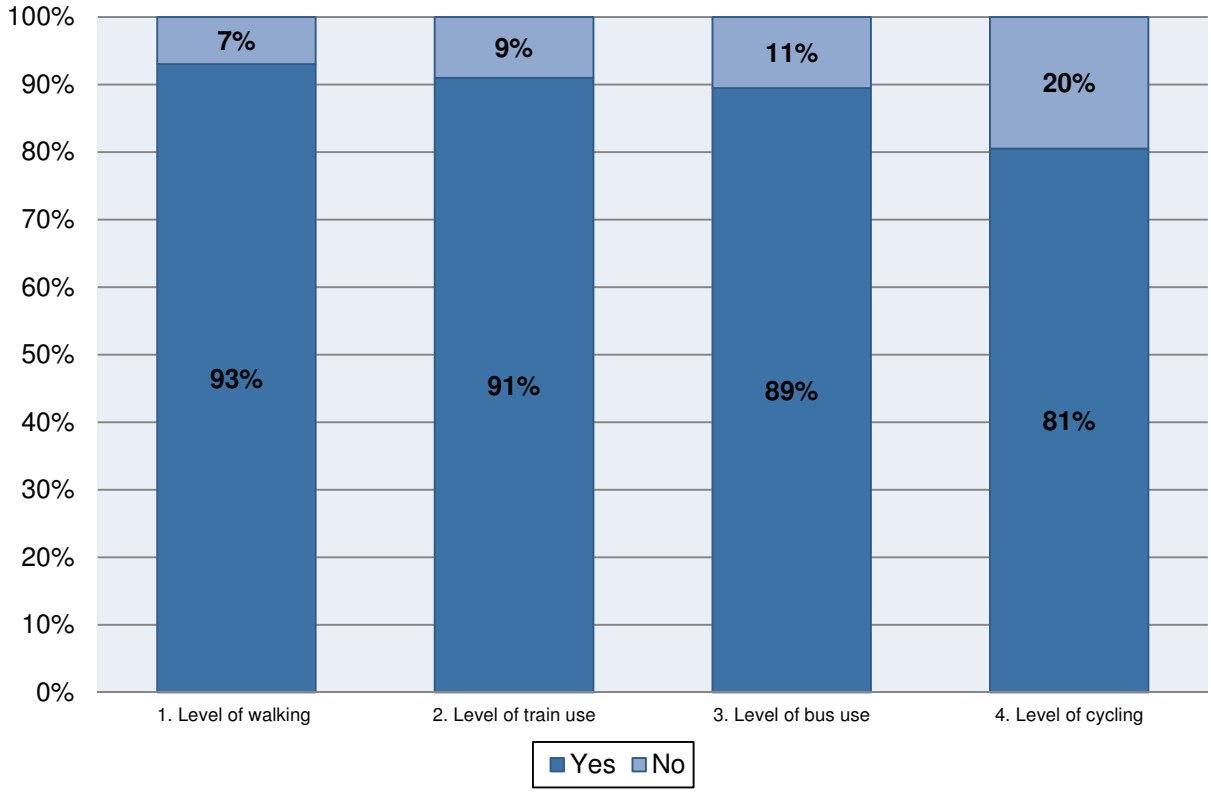


Base: 169 valid responses

Over two thirds of respondents (67%) agreed with this proposed vision for the city.

The strategy also contains objectives to increase a range of sustainable transport options; including walking, cycling, bus and train use. Respondents were asked whether they agreed with each of these objectives:

Figure 4.2: Increasing Public and Sustainable Transport Objectives – Do you agree?



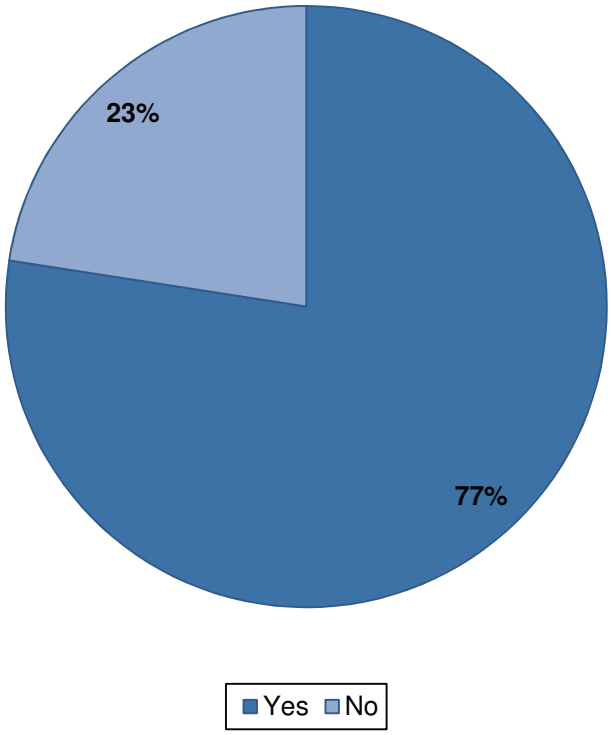
Base: 1: 203; 2: 203; 3: 202 4: 203 valid responses

The majority agreed that increasing walking (93%), train (91%) and bus use (89%) should be key aims of the Draft Transport Strategy.

4.2 Reducing Congestion in Bath

The introduction of a Park/Rail and Ride service to the East of Bath is a key proposal within the Draft Transport Strategy in relation to reducing congestion in the city. Figure 4.3 overleaf presents the extent of agreement with this proposal amongst respondents:

Figure 4.3: The strategy proposes that there should be a new Park/Rail & Ride to the East of Bath. Do you agree?



Base: 204 valid responses

Over three quarters (77%) of respondents agreed with the development of a new Park/Rail and Ride facility to the East of Bath.

Those who would use a Park/Rail and Ride to the East of the city were asked to indicate where they would be travelling from to access this site, as presented in

Table 4.1 below:

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Table 4.1: If you would use a Park/Rail and Ride East of Bath could you indicate where you would be travelling from?

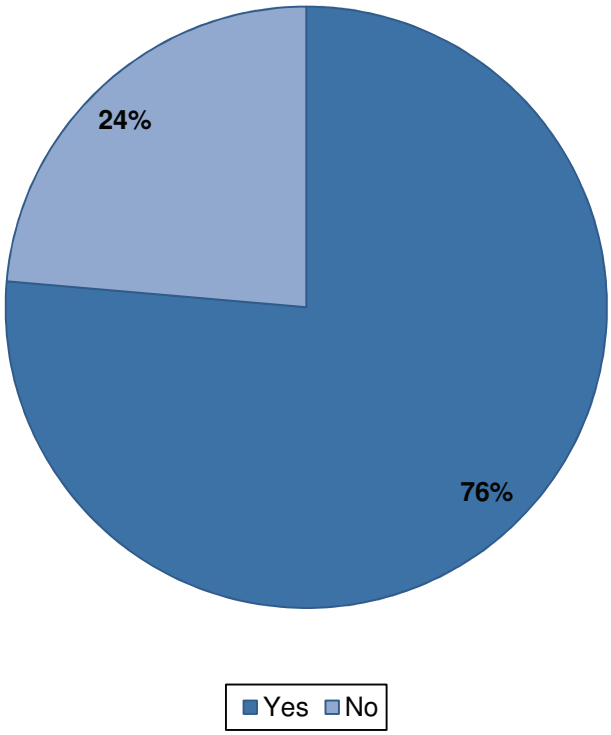
Location	No.
Batheaston	6
Bathampton	5
London	4
Corsham	3
Colerne	3
Bathford	2
Melksham	2
Surrounding A roads (A46/A4/A36/A383)	1
Bear Flat	1
Biddestone	1
Northend	1
Temple Cloud	1
Keynsham	1
Weston	1
Newbridge	1
North St Philip	1
Bath Spa	1
Dorset	1

Base: 32 valid responses

4.3 Reducing the Impact of Heavy Traffic

The negative impact of heavy traffic upon the historic city of Bath, and the need to act in order to reduce this, is recognised within the Draft Transport Strategy. A number of ideas and solutions to this are outlined within the document, including a new road linking the A4 Batheaston Bypass with the A36. Opinions relating to this particular proposal were sought within the consultation questionnaire, and are presented within Figure 4.4 below:

Figure 4.4: Would a new road linking the A4 Batheaston Bypass with the A36 be a good way of reducing city through traffic?



Base: 199 valid responses

This proposal was supported by over three quarters of respondents (76%).

Amongst those who disagreed with the development of a new link road, key reasons for this objection included:

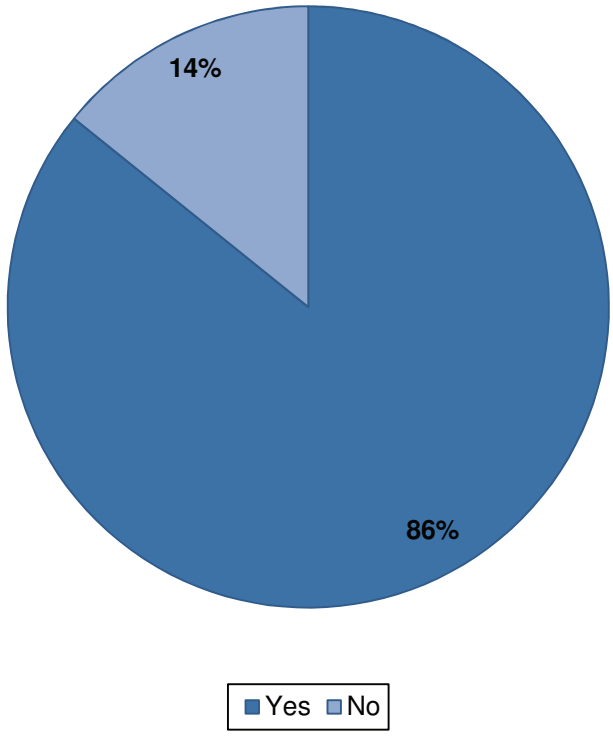
- Increase in traffic due to new road (15 respondents)
- Environmental concerns (9 respondents)
- Preference for alternative solutions (9 respondents)
- Cost (7 respondents) and;
- Negative impact upon the local area (6 respondents)

Some respondents who did agree with the proposal also provided additional comments, which included:

- View that this scheme is essential (7 respondents)
- Use of bypass should be mandatory for HGVs (5 respondents)

Preventing heavy goods vehicles (HGVs) from entering the city of Bath during peak times, and the use of an alternative Freight Consolidation Centre with access to electric vehicles is another proposal within the Draft Transport Strategy aimed at reducing the impact of heavy traffic and preserving the city's heritage. Respondents' views of this proposal are presented in Figure 4.5 below:

Figure 4.5: The Draft Transport Strategy proposes that HGVs should be prevented from accessing the city centre at busy times and businesses encouraged to use a Freight Consolidation Centre which used an electric vehicle. Do you think this is a good idea?



Base: 204 valid responses

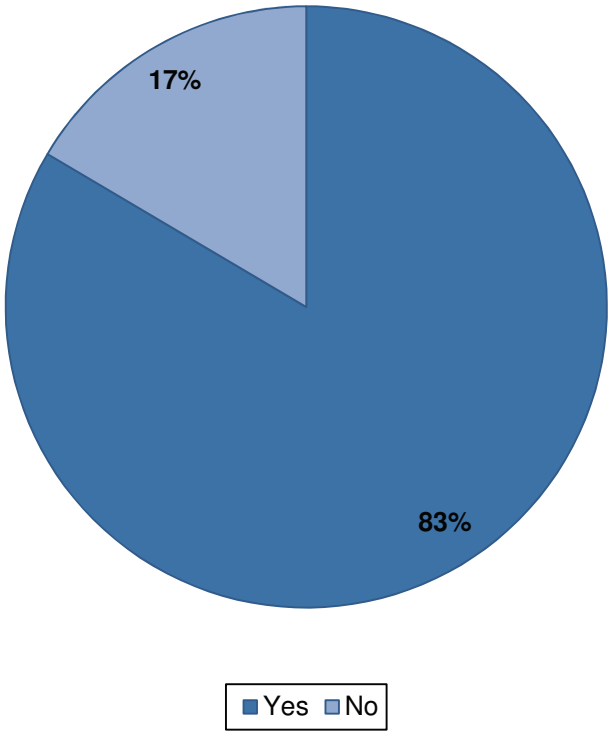
The majority of respondents agreed with this proposal to divert deliveries out of the city centre during peak business hours (86%).

Of those who disagreed with this proposal, key reasons cited included:
- Negative impact upon independent retailers (6 respondents)
- View that HGVs should be prevented from entering city entirely (4 respondents)

A number of respondents who supported the proposal also provided additional comments, such as:
- Need for integrated depot and freight consolidation (8 respondents)
- View that HGVs should be prevented from entering city entirely (6 respondents)
- Positive view of plans/plans should have been implemented sooner (5 respondents)

Problems caused by vehicles using London Road and Cleveland Bridge as a through route are also recognised within the Draft Transport Strategy, and respondents were asked whether they would support measures to redirect this traffic elsewhere, as presented in Figure 4.6 below:

Figure 4.6: The Draft Transport Strategy recognises that the use of the London Road and Cleveland Bridge as a through route creates serious problems for the city. Would you support measures to direct these vehicles to use other routes?



Base: 206 valid responses

The majority of respondents indicated that they would support such measures to redirect vehicles away from London Road and Cleveland Bridge (83%).

Of those who did not support such proposals, key reasons for this included:

- Lack of suitable routes in the city centre (12 respondents)
- Proposals would cause congestion on other routes (7 respondents)
- Should introduce congestion charges instead (6 respondents)
- Routes are necessary/there is a reason people are using congested routes (5 respondents)

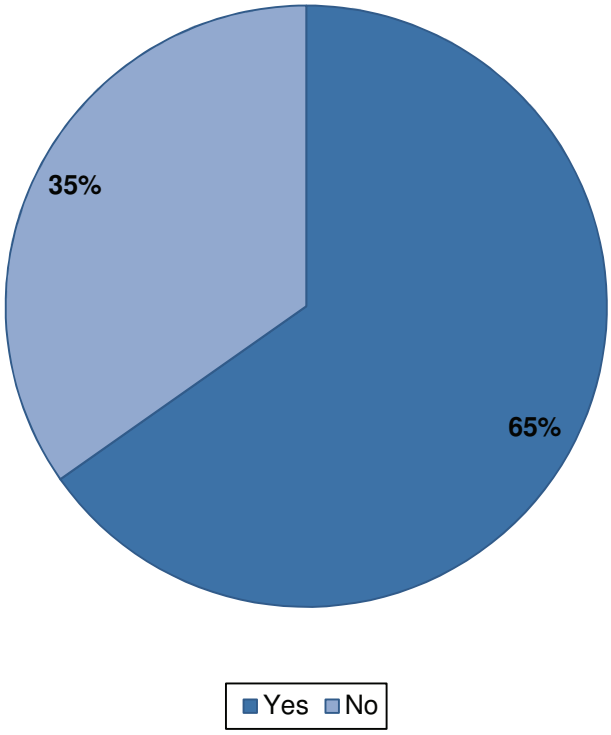
Whilst agreeing with the proposal, some respondents provided additional comments in relation to this, which included:

- Need to carefully consider alternative routes (6 respondents)
- Issue resolved when A46 link built (6 respondents)

4.4 Simplifying Road Layouts

The simplification of road layouts, namely the removal of one way systems to reduce the impact of traffic on nearby buildings is another key proposal for the city suggested within the Draft Transport Strategy. Respondents were asked whether they felt this proposal was a good idea or not, as presented in Figure 4.7 below:

Figure 4.7: The Draft Transport Strategy proposes that some one way road layouts (e.g. Pines Way and around Avon Street Car Park) should be removed to reduce the impact of traffic on nearby buildings. Do you think this is a good idea?



Base: 187 valid responses

Whilst around two thirds of respondents agreed with the removal of one-way systems within the city (65%), this received less support than other measures previously explored within the consultation questionnaire.

Of those who disagreed with this proposal, key reasons cited included:

- Preference to leave both routes as they are at present (12 respondents)
- Proposals would increase pollution (9 respondents)
- Don't have enough information/uncertain about plans (6 respondents)
- Impacts on surrounding buildings overestimated/not relevant (6 respondents)

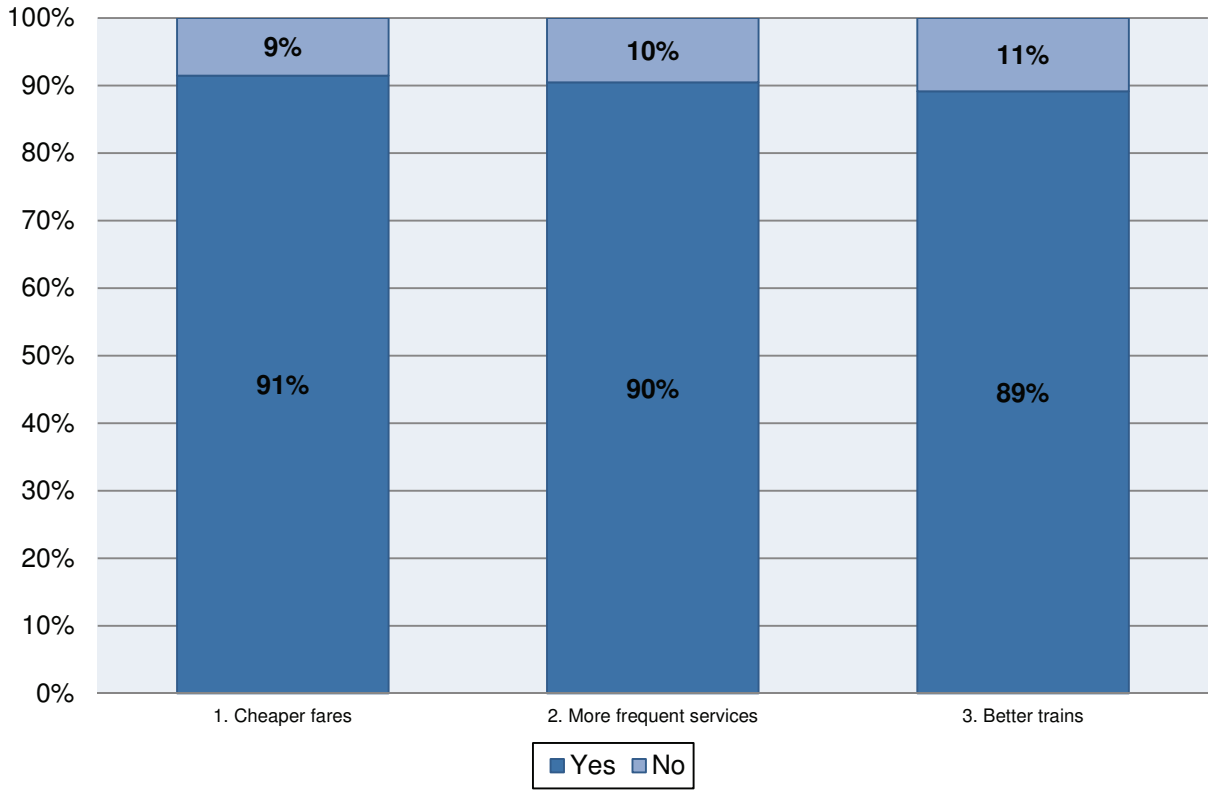
Amongst those who did support the proposal, key additional comments included:

- Agree if proposals include Queens Square (4 respondents)
- Agree provided scheme is planned and reviewed properly (3 respondents)

4.5 Rail Travel

Rail services were identified as playing a key role in the future, with improvements to inter-city and local trains expected to have a positive impact upon travel by this mode. Specific improvements to services operating to the West Wiltshire Towns were explored within the consultation questionnaire, and respondents' views on these are outlined in Figure 4.8 below:

Figure 4.8: How should services to the West Wiltshire Towns be improved?

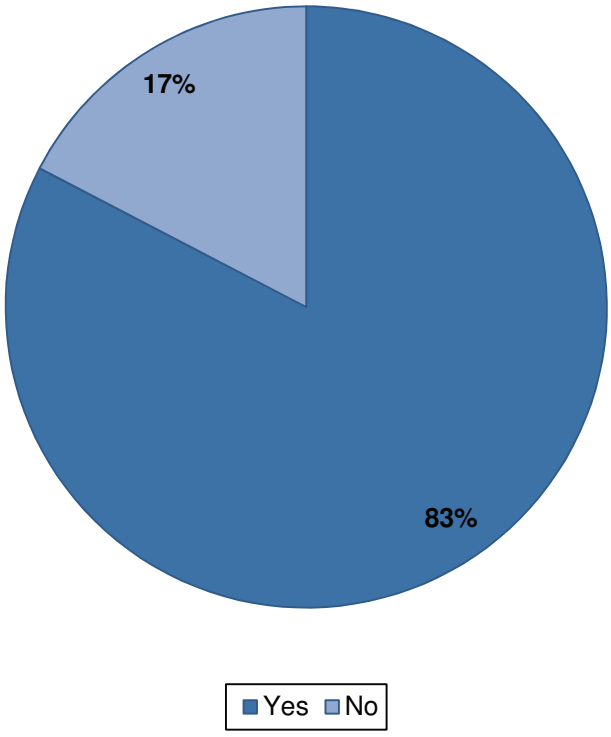


Base: 1: 176; 2: 178; 3: 166 valid responses

Each of the proposed measures for improving rail services to the West Wiltshire towns received similar support, with around 90% of respondents agreeing that cheaper fares (91%), more frequent services (90%) and better trains (89%) would improve these.

The impact of local developments and enhanced service provision on the use of rail services running from Oldfield Park Station were also explored within the consultation questionnaire:

Figure 4.9: With the developments proposed in Bath, Oldfield Park Station will become a new focal point for rail travel. Service provision will be greatly enhanced. Would this make the service from this station more attractive to users?



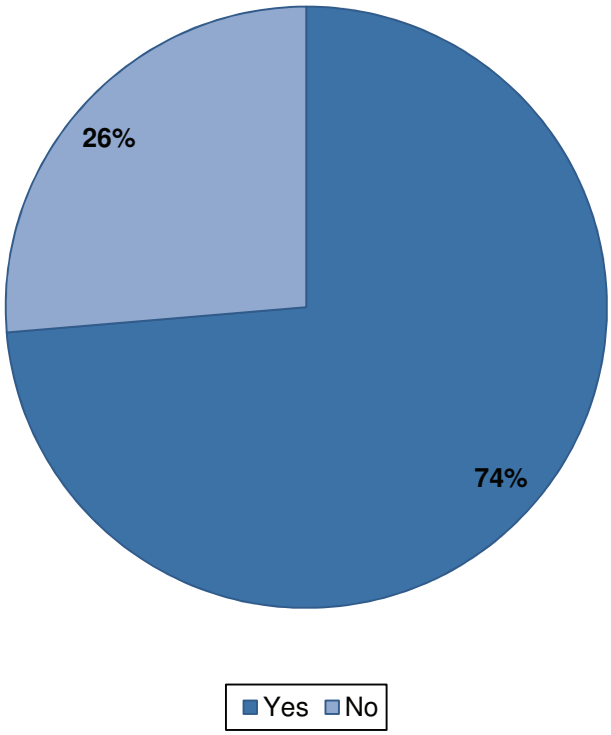
Base: 190 valid responses

The majority of respondents (83%) agreed that nearby developments and enhanced service provision from Oldfield Park Station would make the service from this station more attractive to users.

4.6 Parking

The reduction of city centre parking, and subsequent increase in Park and Ride facilities on the outskirts of the city, was another key proposal of the Draft Transport Strategy, with a view to preserving the city's historic built environment, plus decreasing congestion and improving air quality to contribute to an overall improved city ambience. Respondents were asked whether they agreed with this approach, as presented in Figure 4.10 overleaf:

Figure 4.10: The Provisional Strategy is proposing increasing Park & Ride. This will help to reduce congestion and potentially improve air quality creating an improved city centre ambience. Do you agree with this approach?



Base: 205 valid responses

Just less than three quarters of respondents (74%) agreed with proposals to increase Park and Ride services.

Those who did not agree with increasing such facilities in the area provided additional comments to explain their objections, which included:

- Proposals would encourage more cars (12 respondents)
- Should aim to encourage completely car free journeys (11 respondents)
- Park and Ride not available in evenings/require later services (5 respondents)

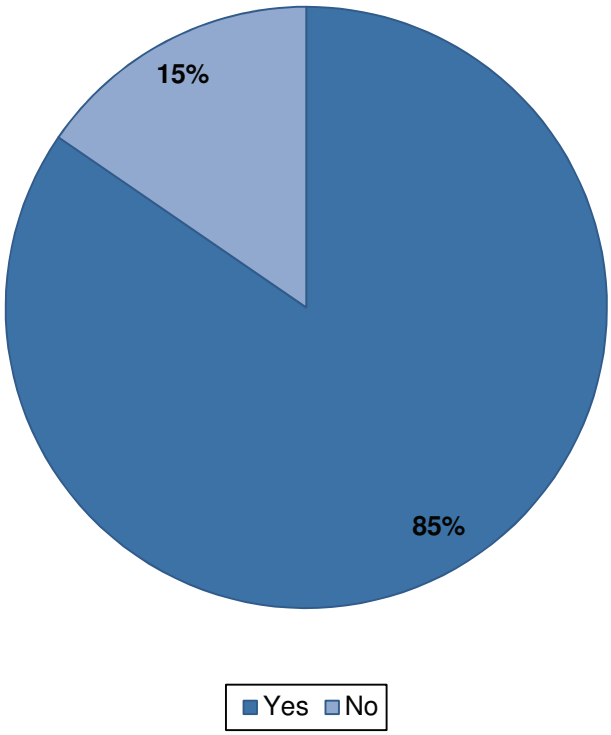
Those who did agree with this proposal supported their view with additional comments including:

- Need for residents parking within city centre (5 respondents)
- Support for Park and Ride facility to the East of Bath (3 respondents)

4.7 Walking and Cycling

The Draft Transport Strategy outlines ambitions to make Bath the UK's 'most walkable city'. Greater emphasis on walking and improving mobility provision, achieved through the implementation of pedestrian schemes, was therefore one proposal related to this objective which was explored within the consultation questionnaire:

Figure 4.11: The Draft Transport Strategy is proposing that greater emphasis is placed on walking and improving mobility provision. This will be achieved through pedestrian schemes e.g. Stall Street. Do you agree with this approach?



Base: 201 valid responses

Such proposals to encourage an increase in walking in the city were strongly supported amongst respondents, with the majority agreeing with the implementation of pedestrian schemes (85%).

Those who agreed with this approach were asked to provide reasons for this view, within which the following key themes emerged:

- View that pedestrian zones are more pleasant to walk around (14 respondents)
- View that pedestrians should have priority (12 respondents)
- Makes city safer (7 respondents)
- Encouraging walking is good for local shops/businesses (5 respondents)

Respondents who agreed with proposals to facilitate greater pedestrian access within the city were also asked to identify what they would like to see delivered in order to achieve the strategy's objective of making Bath the UK's 'most walkable city'. Key suggestions included:

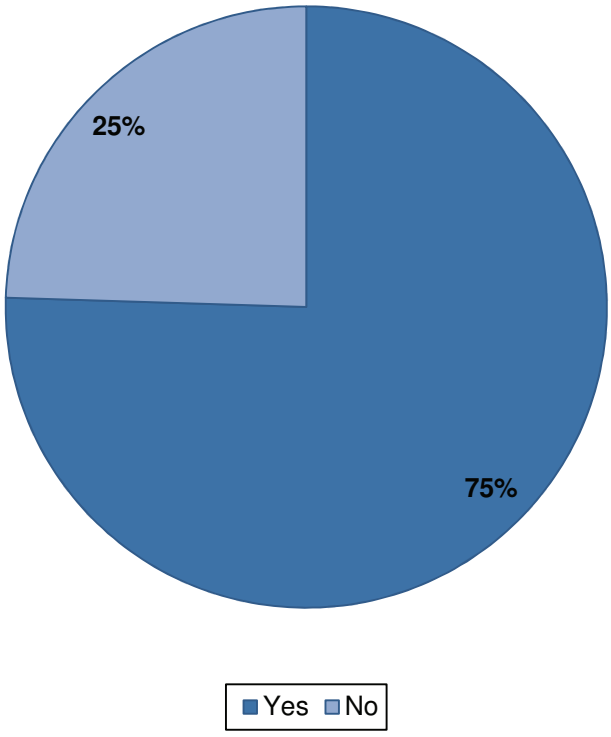
- Permanent pedestrian zones (24/7) (27 respondents)
- Segregated cycle lanes within city (17 respondents)
- Roads through city centre should be closed during day (10 respondents)

Of those who objected to such proposals, key reasons cited included:

- Plans not helpful for those who are mobility impaired (5 respondents)
- More important to deal with congestion (3 respondents)

Prioritising cycling along the river corridor, with radial routes into the city, is another proposal made within the Draft Transport Strategy with a view to increasing the use of sustainable modes. Respondents were asked to indicate whether they agreed with this approach, as presented within Figure 4.12 below:

Figure 4.12: The Draft Transport Strategy proposes that we prioritise cycling along the river corridor with radial routes into the city. Do you agree with this approach?



Base: 204 valid responses

Three quarters (75%) of respondents agreed that cycling should be prioritised along the river corridor, with radial routes into the city centre.

Of those who disagreed with this proposal, key reasons provided included:

- Plans shouldn't proceed until cyclists are segregated from pedestrians/vehicles (21 respondents)
- Too dangerous (8 respondents)

Amongst those who agreed with the proposals, key supporting comments also included:

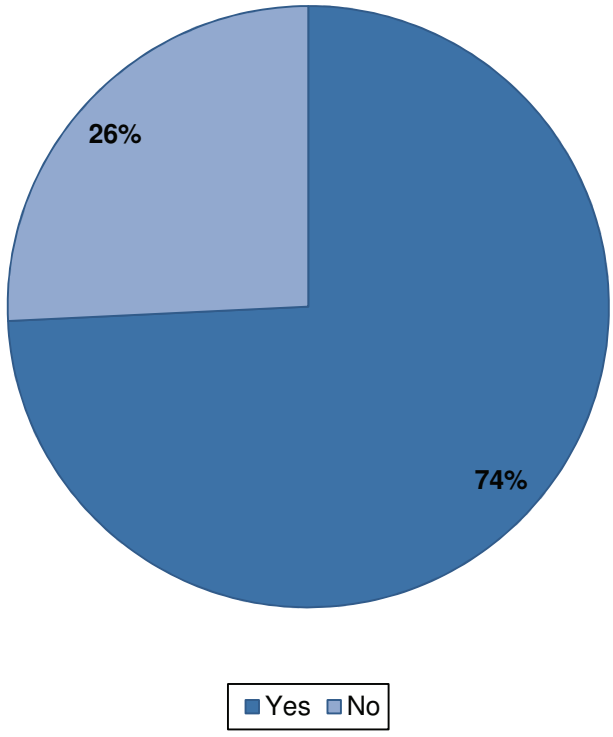
- Support for proposals provided that cyclists are segregated from pedestrians/vehicles (21 respondents)
- The need to ensure safe cycling routes/infrastructure (6 respondents)

The shared focus on safety amongst both those who agreed and disagreed with the cycling proposals set out within the Draft Transport Strategy highlights the importance of safety for both cyclists and non-cyclists within the city.

4.8 Tackling Air Quality

The improvement of air quality is another key focus for the city of Bath which is recognised as requiring action within the Draft Transport Strategy. The increased use of electric vehicles, and the provision of necessary facilities to support this, is one possible solution to this which was explored within the consultation questionnaire, with respondents asked to indicate whether the finalised strategy should include this as a proposal.

Figure 4.13: Should the strategy propose that we support more facilities for electric vehicles?



Base: 198 valid responses

Almost three quarters (74%) of respondents agreed that the finalised Transport Strategy should include support for increased facilities for electric vehicles in Bath.

Those who disagreed that this should be incorporated in the Draft Transport Strategy indicated that this was due to:

- Electric vehicles not helping to reduce congestion (13 respondents)
- Not enough demand for electric vehicles (12 respondents)
- Future usage of electric cars not clear (7 respondents)

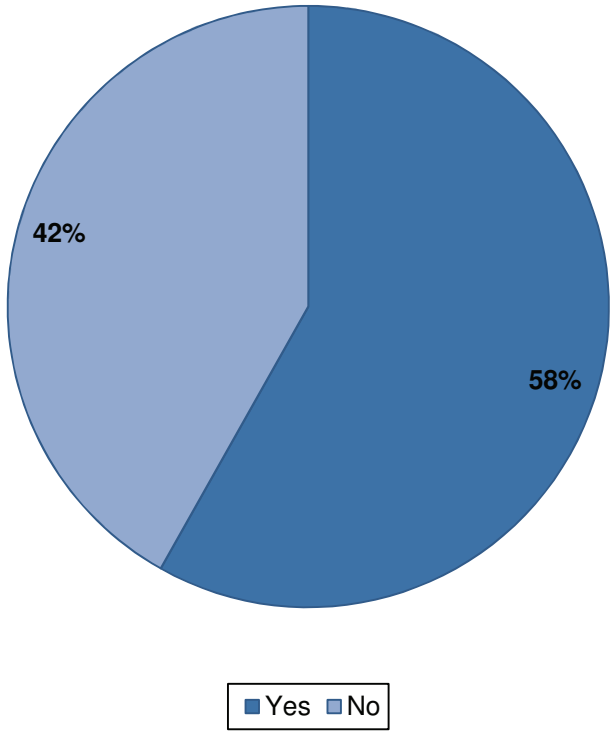
Respondents who did agree with this approach emphasised the following points to support this:

- Pollution is a serious problem in Bath (5 respondents)
- Preference for focussing on electric buses (3 respondents)

4.9 Buses

One proposal for the improvement of bus services in the city of Bath made within the Draft Transport Strategy is the introduction of more bus lanes; an idea which respondents were asked to consider within the consultation questionnaire:

Figure 4.14: The Draft Transport Strategy proposes that we help improve bus services by introducing more bus lanes. Do you think this is a good idea?



Base: 196 valid responses

Respondents expressed a more divided opinion of the introduction of more bus lanes to the city, with almost three fifths agreeing with this proposal (58%), whilst the remaining two fifths of respondents did not agree with this approach to improving bus services.

Respondents were then asked to indicate what would encourage them to use bus services more often. Key initiatives to encourage greater bus usage included:

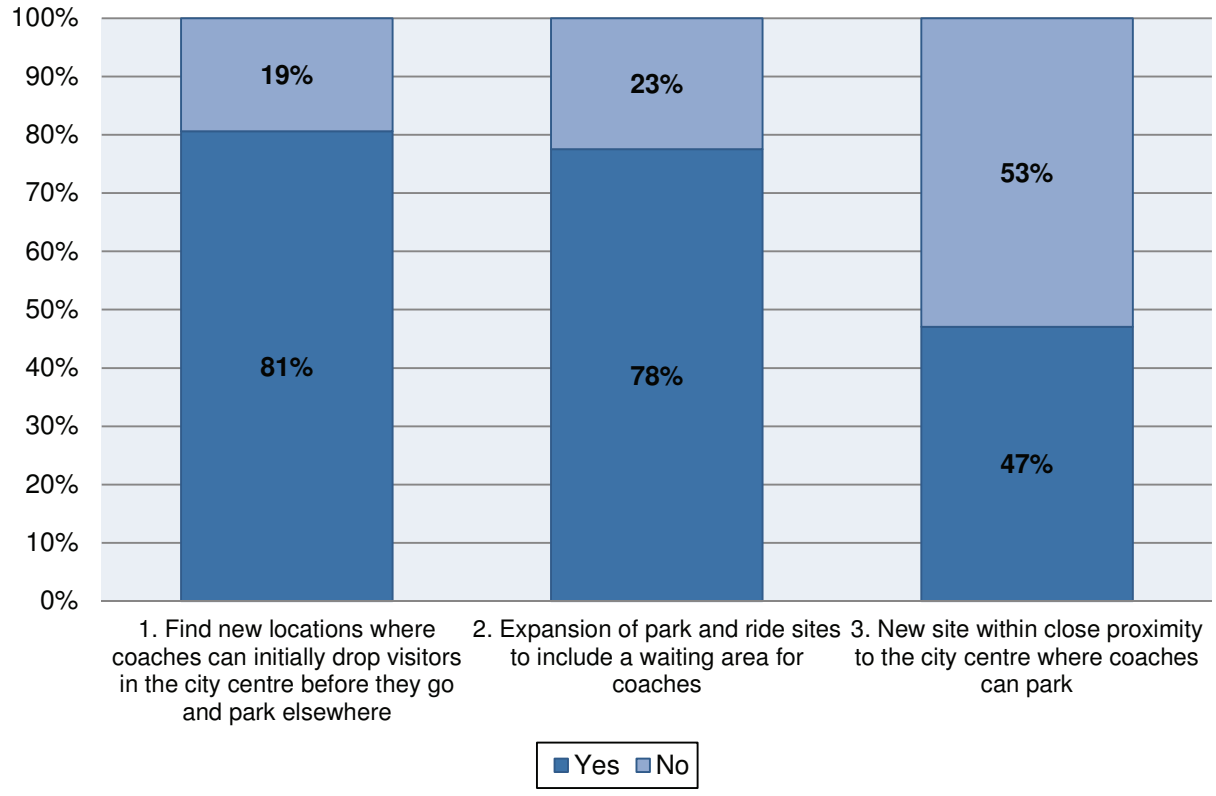
- Cheaper fares (98 respondents)
- More frequent/reliable buses (61 respondents)
- Electronic tickets (e.g. smartcards/oyster cards) (21 respondents)
- Improvements to bus routes from city centre to surrounding areas (13 respondents)

4.10 Coaches

Whilst recognised as a key mode of transport for visitors to the city, and therefore central to the local economy, the challenge of accommodating high numbers of coaches is another key consideration within the Draft Transport Strategy.

Respondents were therefore asked their opinion of three key proposals in relation to coaches within the city, namely finding new drop off locations, the expansion of Park and Ride sites to include coach waiting areas and the identification of a new site close to the city centre for designated coach parking, which are presented within Figure 4.15:

Figure 4.15: Coach Proposals



Base: 1: 201; 2: 200; 3: 187 valid responses

Finding new drop off locations for coaches (81%) and the expansion of Park and Ride sites to accommodate a coach waiting area (78%) received the most support from respondents. Creating a new site close to the city centre where coaches could park was the least popular proposal, with over half of respondents disagreeing with this approach (53%).

For each of the outlined proposals relating to coach use within Bath, respondents were asked to provide reasons for their support or objection, as outlined below:

Finding new locations where coaches can initially drop visitors off before they go and park elsewhere:

Amongst those who disagreed with this approach, key reasons cited for this included:
- Scheme should integrate with Park and Ride facilities (16 respondents)
- Preference for coaches dropping visitors off at periphery of city (15 respondents)
- Lack of coach parking would increase number of coaches in city centre (10 respondents)
- Should discourage coaches along with other traffic (4 respondents)

Of those who agreed with this proposal, and provided supporting comments, key themes echoed points raised by those who disagreed with the idea, including:
- Preference for coaches to dropping visitors off at the periphery of the city (6 respondents)
- Scheme should integrate with Park and Ride facilities (2 respondents)

Expansion of Park and Ride sites to include a waiting area for coaches

Those who disagreed with this approach raised points including:
- Preference for coaches dropping visitors off at periphery of city (9 respondents)
- Scheme should integrate with Park and Ride facilities (7 respondents)
- Without a coach park, proposals would increase number of trips into city centre (3 respondents)

Similar themes were highlighted by those who agreed with the proposed scheme:
- Preference for coaches dropping visitors off at periphery of city (12 respondents)
- Scheme should integrate with Park and Ride facilities (11 respondents)
- Without a coach park, proposals would increase number of trips into city centre (8 respondents)

New site within close proximity to the city centre where coaches can park

Those who objected to this proposal cited key reasons including:
- Preference for keeping coaches away from the city centre (30 respondents)
- Preference for using existing Park and Ride (17 respondents)
- Lack of space (13 respondents)
- Preference for coaches to drop off, rather than park up (9 respondents)
- Negative view of pollution caused by coaches (9 respondents)

Those who did support the proposal highlighted points including:
- Agreement with proposal providing site is properly managed (3 respondents)
- Preference for sites on outskirts of city (2 respondents)

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4.11 Additional Comments

Respondents were invited to provide any additional comments relating to the proposed strategy. Key themes within these additional comments included:

- Plans should be wider in scope/more radical (11 respondents)
- Support for building link road (A46-A36) (11 respondents)
- Support for encouraging more sustainable transport (e.g. walking/cycling) (11 respondents)
- Preference for segregated cycle lanes (10 respondents)
- Would like to see more integrated transport systems (9 respondents)
- Buses cause congestion (8 respondents)
- Remove central traffic (7 respondents)
- Positive view of overall strategy (7 respondents).

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Appendix A. Consultation Questionnaire

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Appendix B. Additional Stakeholder Comments

In addition to the consultation questionnaire, stakeholders were invited to provide any additional comments they had regarding the Draft Transport Strategy for Bath via email. A significant number of comments were received from a range of stakeholders groups, such as residents associations, transport groups and local council representatives, and individual respondents. These are collated and summarised in Table B.1 below, together with the proposed action for amending or developing the Transport Strategy.

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Table B.1: Additional Stakeholder Comments

Local Council Groups/Departments

Local Council Dept	**Vision** • Vision does not reference carbon reduction	**Proposed Action** Reference will be made to carbon reduction in the supporting text to the Vision
	Objectives • Reducing carbon emissions to be included as a clear objective within strategy • Should be reference to ESCC CO_2 reduction target • Should aim to remove cars from the city – as successfully implemented in other historic cities e.g. York and Oxford - not just reduce the "impact of vehicle movements"	Reducing vehicle carbon emissions is included as an objective but references to the Council's targets will be added Ways of reducing the impact of vehicles will be considered further, including further pedestrianisation
	Walking • Welcome and rightly emphasised as central to whole strategy • Should be explicit reference to car free zones in city centre; should be bolder • Should reference CO_2 reduction, in addition to sustainable travel, in European context	As above 'car free zones' will be considered CO_2 reduction is an overall aim and is not specific to increased walking – no action
	Cycling • Recognition of increasing cycling journeys is positive • Carbon reduction, through replacing car trips, should be explicitly recognised • Should include objective for segregated cycle routes and therefore increased connectivity for commuters	All improvements in sustainable modes will help to reduce carbon, so again not specific to cycling – no action Segregated cycle routes are a solution to encouraging cycling (and will be considered) but are not an objective in themselves – no action
	Traffic Management • Opportunity to say more about shared spaces – using examples from other cities • Set clearer vision for car free central zones	Shared spaces and car free zones are different approaches to reducing the impact of traffic – both will be considered in future work
	Freight Movements • Fully support consolidation centre operation, especially with greater use of electric vehicle technology and cycles • Should have greater emphasis on and ambition for freight restrictions in terms of Air Quality Management Area enforcement and CO_2 reduction targets	Further emphasis will be made in the strategy
	Park and Ride • Use of carbon modelling as additional dataset for establishing need for increased Park and Ride capacity is welcomed and should be developed and used in wider strategy	Will be considered as part of further work

	Overall • Welcome Bath Transport Strategy and would be happy to support its further development in areas outlined	
Local Council Group	**The Strategy** • Vision lacks reference to BANES obligation to protect the landscape setting of the City of Bath WHS; as set out in international, national and local documents on WHS and its landscape setting • Protection of landscape setting is inextricably linked to protection and enhancement of site	**Proposed Action** References to landscape setting are not considered appropriate for a Transport Vision – no action
	Increased Walking, Cycling, Train and Bus Use • Group agrees with these objectives	Views noted

	Reducing Congestion in Bath
	• Concerned at inclusion of Park/Rail and Ride in consultation in the questionnaire but not included in Draft Transport Strategy
	• Park and Rail is a complex and expensive option, but there is no background information or discussion in the strategy
	• Park and Rail would have little or no impact upon air pollution or traffic congestion in Bath
	• Group also questions expected patronage for Park and Rail scheme
	• Park/Rail and Ride not considered viable option
	• Disappointed at omission of other options including:
	  ○ Reopening of Corsham Railway Station
	  ○ Split Park and Ride option (One for North and one for East/South patronage) – two small sites could be a less expensive option
	  ○ Localised Park and Ride capacity at different locations on existing bus services or hub Park and Ride in the West Wiltshire area.
	• Group does not anticipate anyone from Claverton Parish would use the Park and Rail
		Both bus and rail-based solutions for a new P&R site are being considered under further work. This will consider the feasibility and viability of each option.
		
		Corsham will be noted as a possible re-opened station
		Two small P&R sites may be cheaper than one larger one to construct but running two high frequency bus routes would increase operating costs greatly, so unlikely to be viable – no action
		A note will be added on the potential for 'localised' P&R capacity

	Reducing the Impact of Heavy Traffic • Group concerned at inclusion of A36/A46 link road within consultation questionnaire, when not included in strategy document • Only available information on the scheme is currently provided through 'misleading by-election flyers and local press articles based on them' • Group 'dismayed' by resurrection of A36/A46 link road scheme, which was previously 'condemned' at public inquiry (1990) • Congestion and air pollution key concerns; feel A36/A46 link road isn't solution to this • No case to justify A36/A46 link road, which would have 'devastating' impact on East of Bath communities, recreational amenity and the Cotswolds AONB/City of Bath WHS landscape	An A36/A46 link road was not included in the Strategy Document but was added into the questionnaire to gauge the public reaction. Further work has been commissioned by the Council to provide more information on the potential feasibility/viability of a link road

setting • More practical solution would be to develop A350 as an alternative route for long haul HGVs, in collaboration with Wiltshire Council • Group agrees with proposal to prevent HGVs from accessing the city centre at busy times and businesses encouraged to use a Freight Consolidation Centre which uses an electric vehicle (Question 6) • Group supports redirection of vehicles from London Road and Cleveland Bridge (Question 7); however traffic studies show that most traffic using this route is non-through movements, with only small proportion of HGVs originating from A36. Therefore, feel that measures to redirect vehicles must not include a A36/A46 link route, but primary route for consideration should be A350	Use of the A350 will require approval from Wiltshire Council which is likely to be difficult to achieve but the Council will pursue this further
Simplifying Road Layouts • Group in favour of removing some one way road layouts (e.g. Pines Way and around Avon Street Car Park) (Question 8)	Views noted
Rail • All three suggested improvements to rail services are supported (Question 9) • Group agreed that enhanced service provision will make Oldfield Park Station more attractive (Question 10)	Views noted

Parking
• Group welcomes walking and cycling proposals (Questions 12 and 13)
• However:
  ○ Improved walking and mobility provision can be achieved without restricting the existing small number of vehicles which need to access certain small roads within city centre
  ○ Care must be taken to ensure that pedestrians can also safely use cycle routes along the river corridor and radial routes into the city
	Further work will consider the details of walking improvement schemes and if traffic should be banned altogether.
	Any shared cycle/footway schemes would be subject to detailed design and consultation with relevant groups.

Tackling Air Quality • Charging stations for electric vehicles should be restricted to petrol stations and car retail outlets	Views noted
Buses • Group does not support the introduction of more bus lanes • More frequent services and lower bus fares would stimulate use of bus services	Views noted
Coaches • Group agrees with proposal to find new locations where coaches can drop off visitors in the city centre	Views noted

	• Proposed Enterprise Area and Bath Quays development would result in loss of Riverside Coach Park and alternative site would, therefore, have to be found • All options for coach parking and visitor drop off (e.g. existing Park and Ride and new site close to the city centre) must be explored	Views noted
Local Council Dept	• Creation of low emission zones • Recent passed motion stated that: *'The Department for Transport and DEFRA should continue to support developing a wider network of Low Emissions Zones to cut emissions in locations where limit values for NO2 are being breached, piloting in B&NES if found viable and in breach* • Emphasise that whilst study shows negligible changes in concentrations of NO2, resulting from options tested, proportional changes in emissions are more significant • Study recommends a focus on a central area based on modelling results and issues relating to the Primary Route Network • Group welcomes reference to the AQMA and monitoring data in section 2.1.1 and the inclusion of air quality as a KPI in 3.3 *Attached: Low Emission Zone Feasibility Study (Condensed Summary Report and Full Summary Report)*	**Proposed Action** The Strategy Document will be updated to include reference to the LEZ Study and the latest recommendations
Local Council Group	• Issues with consultation process • Concern over environmental and social effects of transport schemes and the processes by which they are developed • Concerned about lack of local input into strategy development – leading to mismatch between different aspects and assumptions • Recognise benefits of major transport options included in the scheme, however feel these would have detrimental impact upon environment of Batheaston, Bathford, Bathampton and Claverton and the setting of the World Heritage Site of Bath • Feel that detrimental impacts outweigh economic and environmental advantages of reduced traffic flow along London Road • Hopeful that more detailed future work could address these issues • External elements, such as development of the A350 to relieve pressure on the A36, may produce better solution to Bath's traffic problems • Value of protecting the environment • Largely hidden Park/Rail and Ride and sunken A36/A46 are possible solutions but would need further information on proposals before supporting	**Proposed Action** As above, further work has been commissioned by the Council to provide more information on the potential feasibility/viability of a link road but also an Eastern P&R site. This work will include consideration of environmental impacts Use of the A350 will require approval from Wiltshire Council which is likely to be difficult to achieve but the Council will pursue this further

Local Council Group	**Park and Ride (East of Bath) – Question 3** • Dependent on location and type of facility proposed • Previous studies have highlighted complexity of delivery and the realignment of Westbury rail line and significant highway works • Would need more detail before forming opinion/agreement	**Proposed Action** As above, further work has been commissioned by the Council to provide more information on the potential feasibility/viability of a link road but also an Eastern P&R site.
	Link Road (A4/A36) – Question 5 • Whilst traffic would undoubtedly be reduced, wider impacts and consequences would need to be fully considered and understood	As above
	HGVs/Freight Consolidation Centre – Question 6 • Agree in principle; however businesses cannot always specify delivery times and the legal prevention of smaller vehicles could be problematic. • Concern that deliveries may choose to wait outside of city centre until their delivery slot, causing issues in wider area	Views noted – it is recognised that any restrictions on deliveries would need to be very carefully planned and consulted on
	Redirecting vehicles from London Road and Cleveland Bridge – Question 7 • Previously appealed against this plan which was upheld • Suitable alternative routes must be agreed with affected authorities, otherwise would be a breach of legislation • Would continue to oppose any such aspiration without full investigation, consultation and agreement into the proposed alternative routing	As above, use of the A350 (or other routes outside of B&NES) will require approval from Wiltshire Council which is likely to be difficult to achieve but the Council will pursue this further
	Rail • Need to consider wider aspects of this project and how the improvements would affect Wiltshire towns in order to provide a fully considered response	Views noted
Local Council Group	• A website insertion, and newspaper advertisements, is not "Consultation" • Concern over the environmental and social effects of transport schemes and the processes by which they are developed • Lack of local input to the process of strategy development, which has led to a seeming mismatch between its different aspects and to some incorrect facts and assumptions, leading to very dubious conclusions • Residents could benefit from both the major transport options included in the scheme, a Park/Rail and Ride and an A36/A46 link road, in terms of reduced road congestion, journey times, air pollution and damage to buildings • Schemes previously put forward have included large scale developments in or across the Bathampton Meadows, of which would have had highly detrimental effects on the environment of Batheaston, Bathford, Bathampton and Claverton and on the setting of the World Heritage	**Proposed Action** Views noted Views noted Safeguarding and enhancing the unique historic environment and World Heritage Site status is a key objective

	Site of Bath • Detrimental effects significantly outweigh the economic and environmental advantages of a reduced traffic flow along London Road • Need to reduce the gross environmental damage associated with previous schemes • Protecting the environment has a significant value and detailed proposals would need to become available to come to any clear judgement • In the absence of alternatives it seems that a largely hidden Park/Rail and Ride and a sunken A36/A46 link road are the most promising of the limited suggestions put forward in the consultation • It may be that external elements, such as development of the A350 to relieve pressure on the A36, would produce a significantly better solution to Bath's traffic problems, particularly those caused by HGVs	As above, further work has been commissioned by the Council to provide more information on the potential feasibility/viability of a link road but also an Eastern P&R site, including environmental impacts As above, use of the A350 (or other routes outside of B&NES) will require approval from Wiltshire Council which is likely to be difficult to achieve but the Council will pursue this further
Local Council Group	• These plans are good for the people of Bath but are to the detriment of the remoter villages of the BANES area • Loss of local bus services, rather than improvements to them, are a real concern	**Proposed Action** Views noted
Transport Groups		
Political Party Transport Working Group	**Vision** • Accessibility • Safe, integrated and reliable transport • Supports economic growth • Opportunities for all/meets everyone's needs • Easy to use • Respects environment • Contributes to health • Known for quality, technology, affordability, innovation and effective and well-maintained networks • Culture of fewer short journeys made by car • Favouring public transport, walking and cycling due to safety and sustainability • Transport providers and planners respond to changing needs of businesses, communities and users	**Proposed Action** A Vision has to be concise – all of the issues raised are considered within the Strategy
	Key Considerations • Need for cost-benefit analysis before strategy or implementation plan are agreed • Welcome collaborative approach - consultation findings to be incorporated into the Council's final transport policy, which should transcend party politics • Vibrations caused by frequent flow of heavy vehicles having negative impact on historic	Major schemes would be subject to cost-benefit analysis The negative impact of HGVs movements is noted

buildings within Bath • Air quality and need to reduce air pollution – negative health implications. Issue needs to be looked at as part of wider regional strategy within West of England/Wiltshire and within Bath Transport Strategy	Views noted
• Increase in number of people living and working on Bath – use of limited street space needs to be clearly prioritised and allocated to manage congestion • HGVs should be actively discouraged from entering the city	A Traffic Management Plan is proposed to consider detailed issues of priority and address congestion
• Need to improve access for people with disabilities or limited mobility	Improved access for mobility impaired will be an integral part of any walking improvements
• Identification of funding (external funding sources, Council funding etc.) of schemes/elements within strategy • Need to plan future projects which can take place when funding is available • Council should develop public and private sector partnerships	Funding is noted as a key issue
Specific Recommendations • **City Centre – Abbey, Kingsmead and Walcot** o Prioritise removal of traffic, particularly HGVs, from city o Mitigate against induced traffic demand o Introduction of low emission zones o Make city centre more pedestrian friendly by 2030	Views noted
• **Non-Residents Parking** o Reduction in city centre parking to be accompanied by viable alternatives e.g. expanded Park and Rides o Selection of site considering environmental factors and with appropriate signage to direct visitors	Expanded P&R is an integral part of the Strategy As above, further work has been commissioned by the Council to provide more information on the potential feasibility/viability of an Eastern P&R site, including consideration of environmental impacts
• **Pedestrians** o Improvements to pedestrian infrastructure and connections o Recognising pedestrian requirements and preferences e.g. desire lines	Views noted
• **Deliveries** o Introduce retail delivery plan including deliveries at set hours, encouraging use of electric vehicles and alternative delivery options e.g. 'leave and collect' and consolidated home delivery services	Managing deliveries is part of the Strategy
• **Taxis** o Reduced taxi emissions o Improved taxi facilities e.g. taxi ranks	Views noted – taxis will be considered as part of the Traffic Management Plan
• **Buses** o Encouraging greater bus use o Improvements to bus services including vehicles, routes, frequency, ticketing and real-time information	This is part of the proposed Strategy

	• **Cycling**
	  ○ Detailed plan to encourage cycling
	  ○ Extended and improved cycle network within city
		This is part of the proposed Strategy

	• **Rail**
	  ○ Improving access to the city by train
	  ○ Improvements to existing rail facilities and stock
		This is part of the proposed Strategy

	• **Coaches** ○ Coach management plan developed as part of wider transport strategy	Views noted
	• **Other Modes of Transport** ○ Council should seek innovative solutions to Bath's transport challenges; including use of the river for transportation	Views noted, although river transport only likely to be popular for leisure purposes
	• **Controlled Parking Zone** ○ Respond to requests on a case-by-case basis	Views noted
	• **Moving Traffic Offences** ○ Council should seek to enforce against moving traffic offences e.g. access weight restrictions	Views noted
	• **One Council** ○ Move towards 'one council' approach welcomed along with better inter-departmental working	Views noted
	• **Build on Lessons Learnt** ○ Should seek to learn from best practice from UK and Europe; particularly historic locations	Views noted
Transport Group	**Proposed Road User Hierarchy** 1. Pedestrians 2. Cyclists 3. Public transport 4. Other forms of motor transport 5. On-street parking	**Proposed Action** Views noted – improvements to all modes mentioned will be included
	Key Deliverables of Strategy for Whole Community: • Healthier living • Safer environment	These deliverables reflect the Strategy objectives – but will not be completely delivered by cycling alone

	• Better air quality • Reduced congestion • Cycling recognised as key means of achieving these deliverables Other issues: ○ Need to maintain existing cycle routes ○ Remove through motor traffic ○ Enforcement of 20 mph speed limits ○ Protected space for cycling on main roads	Views noted
Transport/ Urban Group	• Group welcomes overall direction of the stated aims of the Draft Transport Strategy and believe they demonstrate at the very least a need to reduce congestion, air pollution and to encourage Bath to become the UK's most walkable city • Group is member of Transition Towns Movement, whose aim is to encourage the building of sustainable communities that are people driven ○ Transportation framework for Bath implies real reduction of harmful emissions, air pollution and traffic congestion – that translates into cleaner air, improved levels or health and fitness and at street level a recognisably enhanced quality of life for citizens across all age groups **Vision Statement for Bath** • Identification of active neighbourhood hubs throughout the city • Hubs inter-dependent to retain economic viability for the benefit of local people and businesses alike • Bus network to serve hub inter-connectivity now seen as essential and a prerequisite for encouraging hub communities to feel able to make a modal shift from car to alternative forms of travel for short journeys • Empowering hub character diversity where the majority of residents live within easy walking/cycling reach could strengthen local ownership and pride in the neighbourhood, whilst giving the hub an option to develop business initiatives to compete more fairly with city centre attractions • Important to reduce congestion generated by citizens as well as relying on Park and Ride and other measures designed to tackle congestion caused by highway commuters and others entering the city **Key Point of Vision** • 'Bath is an important World Heritage City – we must look after the environment of the city whilst ensuring it's a great place to live and work' – would add 'and for us and visitors to value'. *Attached:* ***Summary Vision Statement*** *-;Group's vision statement for City of Bath focussing on local communities, connectivity between neighbourhood hubs and across city, environmental concerns and*	**Proposed Action** Views noted Views noted Neighbourhood hubs are an interesting concept and would need to be part of a wider, agreed Council policy before they are included specifically in a transport strategy Views noted

	sustainable transport, importance of consultation and adopting a holistic approach - ***Conceptual map of existing active neighbourhoods throughout the city***	
Transport Group	• Agree with improving bus services but it is very light on proposals • Prohibit on-street parking at pinch-points/on narrow streets and consider bus stop locations on narrow streets • Bus operators to participate in off-bus fare collection to improve bus utilisation and reduce obstruction caused by stationary buses • More bus priority at traffic-light junctions • Enforcement of loading regulations where vehicles obstruct buses. • Use double decker buses in place of long base articulated buses which are a significant cause of congestion. • Consider congestion charging and using the charges to support bus and rail services	**Proposed Action** Such detailed issues will be covered by the proposed Traffic Management Plan The Council has no control over bus operators regarding commercial services but can work in partnership with them. Smartcards are part of the strategy to reduce the times that buses are stationary. Congestion charging is unlikely to be viable for a city the size of Bath due to the huge development and infrastructure costs required.
Transport Group	**Values** • Bath is a city which needs to puts its residents and local businesses first (on which decisions are made and how they are made) **Concerns** • Challenges regarding energy creation and use, pollution, and rising levels of harmful emissions, as well as social concerns such as poverty, inequality and unemployment **Opportunities** • If viewed as part of Bath's UNESCO World Heritage status, Bath could become a transport strategy showcase to benefit current and future generations **Neighbourhood hubs** • Key building blocks for a radical transport strategy to enable people to get to where they need and want to be • Inter-connected city, where people can get from their neighbourhood hub to other hubs within the city, to the city centre and to the majority of the city's key locations, is an essential pre-requisite to achieve a modal shift towards walking, cycling and public transport • Access to national transport links must be provided • Encourage residents to make greater use of local businesses in their neighbourhood **General principles** • Equal emphasis and attention must be given to all areas of the city • Encourage an accelerating shift towards more sustainable transport modes	**Proposed Action** It is stated in the document that containing the number of journeys made by car will benefit local economic activity Improving air quality & health, reducing vehicle carbon emissions is a key objective Increased accessibility to public transport links is a key objective in the Transport Strategy A specific KPI includes modal shift to walk/cycle/bus/train/car share Views noted Views noted

City centre • Primary hub of employment, leisure, visitor experience, heritage and residency - imperative that people are able to get about quickly, safely and affordably • The management of the transportation hierarchy (with walking, cycling and public transport a priority) must be balanced alongside business delivery requirements and disability access	Views noted
Getting from place to place • A good level of connectivity between neighbourhood hubs, key locations and the city centre is vital to encourage a vibrant social climate • Safety and good access for people with mobility issues, are important	Improved accessibility to and between transport modes is central to the strategy
Walking and cycling • Pedestrians and cyclists are at the top of the hierarchy, both being assisted by city-wide designated and/or segregated routes. They encourage journeys to start on foot and link with public transport • A well-conceived network would help schools to deliver sustainable travel plans, offering students a healthier quality of life	Walking and cycling are central to the strategy
Public transport, taxis and car-sharing • A fully-integrated and affordable public transport system, with easy-to-understand ticketing that is usable on all services, as well as up-to-the-minute timetable information, represents a minimum specification to achieve modal shift • Route priority measures are also essential to ensure quick journey times, improve reliability and minimise the transfer times at key public transport hubs • Taxis, car clubs, on-demand and car sharing schemes can, with access to designated priority routes, provide an efficient/cost neutral service for people who need to use a car to gain access to services without owning a car	Working with bus operators will determine the most appropriate ways to build the market through straightforward ticketing, new information provision and services that meet the needs of local people during the day and into the evenings A comprehensive approach to traffic management will help make journeys more reliable
Consulting with residents and stakeholders • Stakeholders must be at the centre of idea formulation to shape, support and maintain any changes	Views noted
Learning from experience • Capitalise on good practice and evidence drawn from a variety sources around Europe and throughout the world	Views noted
Incremental change • Measures to limit unnecessary car usage within Bath must also be paralleled with improvements to the capacities for walking, cycling and public transport throughout the city	This is an integral part of the strategy

Housing/Residents Groups

Housing Organisation	**Additional Comments** • Real clarity about a small number of 'big ticket' objectives could provide the basis for something really imaginative in the city e.g. congestion charge funding attractive alternatives for those coming into the city • Offer to support Council with such objectives and findings (imaginative) transport solutions • Focus on development and regeneration in Foxhill; interest in supporting solutions affecting that part of city, plus the impact of journeys from this area into city centre • Suggestions – cable cars and bike lifts	**Proposed Action** As above, congestion charging is unlikely to be viable for a city the size of Bath due to the huge development and infrastructure costs required Views noted
Residents Association	• Local residents associations not consulted in production of Draft Transport Strategy – if so, would have been greater emphasis on air quality, which is overriding priority of residents in the area • Disappointment with strategy document – reiterates points already known. Doesn't advance much needed Transport Strategy/Transport Plan	**Proposed Action** Views noted
	Parking • Reducing parking – negative impact on residents who already find it difficult to park	The Strategy seeks to minimise long stay parking in the centre, with adequate short stay parking retained – this will be emphasised
	Walking • Need to recognise number of elderly residents and young mothers with prams – topography of Bath makes walking difficult for these groups	As above – short stay parking will remain
	Public Transport • Cost of public transport without concession is 'extremely high' – needs to be addressed to encourage greater bus use	Reductions in bus fares would need to be funded by the Council – at the expense of other services that are provided.
	Shared Space • Mixing cyclists and pedestrians a concern, given 'lack of consideration shown by admittedly a minority of cyclists'	Views noted
	Coaches • Adamantly opposed to encouraging coaches in the city centre – recognise importance of these as visitor transport, but add to congestion and air pollution • Should be provision for them to drop passengers off at an agreed location on the outskirts from where can proceed on foot or by public transport • Various proposals do not include assessment of their individual or collective impact – 'missed opportunity'	Views noted

Residents Association	**Key Criticisms of Document:** • Not a city-wide strategy • Underestimates pollution issue • Traffic modelling not addressed **Other Comments:** • Eastern Park and Ride – suggest side which could be adapted as rail link option using Bristol Metro and additional services e.g. Box Bridge Project • Small Park and Ride near Limpley Stoke making use of ready-made two tunnel access including bicycle provision might reduce traffic flows from B3110 & A36 (via Brassknocker Hill) • Housing developments – lack of traffic planning requirement within planning for new housing developments (which lead to increased traffic volumes)	**Proposed Action** Strategy document to emphasise that it is aimed at city-wide problems. Pollution is recognised as a very important issue. As above, further work has been commissioned by the Council to provide more information on the potential feasibility/viability of an Eastern P&R site (rail- and/or bus-based) Strategy includes Travel Plans for new developments.
Local Residents Group	**Park/Rail and Ride** • Concerned at inclusion of scheme in questionnaire when proposal isn't detailed in the strategy document • Park and Rail scheme complex and expensive – unhappy at lack of background information or discussion in the strategy that would allow public to form opinion and provide meaningful response • No details of sites to be considered for Park and Ride to East of Bath – therefore cannot comment on proposals **A36/A46 Link Road** • Major transport scheme which is hugely complex and 'bound to spark controversy' and extremely expensive • Concerned at inclusion of scheme in questionnaire when proposal isn't detailed in the strategy document • Scheme previously 'condemned' at public inquiry (1990), which remains relevant • Vision lacks reference to BANES obligation to protect the landscape setting of the City of Bath WHS; as set out in international, national and local documents on WHS and its landscape setting • Protection of landscape setting is inextricably linked to protection and enhancement of site • Concern over any scheme which encourages more traffic on the 'unstable and inadequate A36' – needs 'highest degree of public scrutiny' • Development of A350 in collaboration with Wiltshire Council as an alternative route for long haul HGVs - seen as more practicable solution • Group therefore does not support either the Park and Rail or the A36/A46 link road scheme	**Proposed Action** As above, an Eastern P&R was included as either bus- or rail-based. The rail option was added into the questionnaire to gauge the public reaction. Further work has been commissioned by the Council to provide more information on the potential feasibility/viability of a link road and new P&R site. The further work commissioned will consider the environmental impacts of potential schemes As above, use of the A350 (or other routes outside of B&NES) will require approval from Wiltshire Council which is likely to be difficult to achieve but the Council will pursue this further Views noted

Residents Association	• Support principles and recommendations of report – particularly reduced car use, increase in walking and cycling and improvement of associated facilities, parking constraints in city centre, reduction of through traffic and external Park and Ride services • Many proposals evident in previous reports – but there has been a lack of progress in implementing proposals • More city centre on-street parking should be allocated to residents • City centre residents suffer most from air quality – steps must be taken to improve air quality	**Proposed Action** Views noted Addressing air quality in the city centre is an integral part of the Strategy
Collated Residents' Responses	• Progressively pedestrianise many city centre shopping streets, taking into account disabled driver needs • Priority given to car sharing drivers • Amend Park and Ride signs from 'During busy periods use Park and Ride' to 'to help reduce congestion and air pollution, please use Park and Ride' • Where possible, segregate cyclists from motor vehicles – cycle lanes and shared surface pavements, provide more cycle parking • All Park and Ride buses to stop at Royal United Hospital, or provide separate shuttle bus • Feasibility and cost/benefit analysis of moving the Royal Mineral or St Martins hospital services to Royal United Hospital • Electronic signs at Park and Ride indicating number of available spaces • Extension of residents' parking zones to Newbridge & Weston • Council to publish and implement recommendations from Newbridge and Weston Parking Survey 2010 • Focus on environment and air pollution, including targets • Cost of traffic congestion on Bath economy and cost/benefit analysis of solutions • Cheaper/subsidised bus and rail season tickets for Bath and Bristol commuters • Increase capacity of out of town Park and Ride sites • On-street and employer car parking charges – to encourage commuters to use public transport or car share • Nothing in Draft Transport Strategy which advocates use of Environmental Management System techniques to solve environmental impact issues – approach should be adopted by Council plus collaboration with other large organisations in Bath • Introduce road pricing/congestion charge and low emission zone to discourage motor and commercial vehicles entering Bath during peak hours	**Proposed Action** Views noted Such changes to hospitals are outside the scope of a Transport Strategy The extent of Residents' Parking Zones can be increased, subject to agreement by the majority of local residents affected As above cheaper rail and bus fares are outside the control of the Council. Increased P&R capacity is an integral part of the Strategy Views noted As above, congestion charging is unlikely to be viable but LEZ is being considered

Residents Association	**Question 1 – Top concerns** • Agree with key objective of reducing the traffic and intrusion of vehicles especially in the historic core • Also need to reduce traffic and the associated air pollution in other congested areas (London Road and Bathwick Street) • Concerns on adverse health effects of fine particulates (PM2.5) at levels below the current legal limit, need to tackle air pollution seriously - has to be done by reducing traffic volumes by means of an effective transport plan • Key outcomes wish to see are: - Largely traffic free city centre - Public Realm and Movement Strategy implemented - Vibrant public spaces - Reduced traffic in the city as a whole - High quality environment/good air quality	**Proposed Action** A number of measures are underlined in the strategy to reduce through traffic within the core centre Improving air quality & health, reducing vehicle carbon emissions is a key objective in the strategy Views noted
	Question 3 • Strongly support a P&R or rail & ride to the east of the city	Views noted
	Question 5 • A link road is essential if long distance HGV (especially vehicles over 7.5 tonnes)/ other traffic is to be removed from the city - recent DfT decision on an HGV limit at Bathwick concluded that traffic cannot be barred from Bath in the absence of a new alternative route	Views noted
	Question 6 • This would need to be managed carefully to avoid adverse impact on businesses. Many comparable European cities have controlled HGV access and have thrived because of the much improved environment for visitors and residents	Views noted
	Question 11 • It is not just about increasing capacity. P&Rs should operate until late for 7 days a week, with secure overnight parking • Need to provide evening and overnight visitors with this service. There should be a shuttle service of suitable vehicles for overnight visitors, serving the hotels and guest houses, paid for by tourism groups	Views noted
	Question 16 • Cheaper fares, more frequent services	Views noted
	Question 17 • Coaches make a major contribution to traffic congestion in Bath, and should not be brought into the city centre. Drop-off points on the edge of the central area at the closest (not residential area)	Is noted in the strategy that an easily accessible unloading point in the city centre is essential, linked to a more remote coach parking facility

	• A waiting area for coaches at the P&R is sensible provided there is sufficient capacity. Coach passengers could take the P&R bus into the city, halving the number of journeys	Views noted
	Other comments	A detailed Traffic Management Plan is proposed
	• TS needs to be followed by a transport plan containing a set of detailed projects with timescales and budgets, with annual progress reviews including a traffic management plan for the city aimed at reducing traffic volumes in the centre and other areas	
	• It is essential that comprehensive traffic modelling studies are carried out when major developments are considered. An integrated plan for the A36 south of the river is required to support the Enterprise Area development.	Views noted
	• The school run has a major impact on traffic levels. Most schools now have travel plans but these are neither kept up to date nor supported by the effort and resources needed to implement them.	Travel Plans are subject to funding being made available
Health Groups		
Health Group	• Board welcomes development of Transport Strategy as a key mechanism to address wider determinants of health and wellbeing and to work together on a long term vision for transport in the city of Bath	**Proposed Action** Views noted
	• In particular, board welcomes reference to air quality, health and prioritising walking, cycling and public transport within the strategy – ties in with board's own objectives, particularly in terms of individual health and wellbeing and creating healthy and sustainable places	
	• Board committed to increasing resilience of local people and communities, including action on loneliness – which transport plays key role in	
	• Importance of keeping people connected and ensuring good networks, as reflected in Draft Transport Strategy	
	• Need to understand health impacts of solutions compared to other proposals (including 'do nothing' scenario) to understand what is best for health and wellbeing	Public Realm and Movement Strategy (PRMS) touches on the link between active modes of travel and health
	Comments Relating to Consultation Questionnaire	
	Question 1:	
	• Encouraging to see active and low carbon modes of travel set out as priorities	
	• Strategy explicit about link between improved air quality and improved health and wellbeing – helpful if could be as explicit about link between active modes of travel and health	
	• Vision could be strengthened by making it clear we aim to make "getting around" Bath easier for **everyone** – positive to see that people with mobility impairments are considered	All aspects of travel are considered in the strategy to provide links for those people with mobility impairments
	• Other groups should be mentioned – children, young people, older people, those with dementia and those with learning disabilities	
	• Growing body of literature supporting development of places that are easy to get around for particular groups e.g. Dementia-Friendly places – good use of signage, clear differentiation between pavement/road/cycling and walking infrastructure through different surfacing – can	

provide further information upon request • Vision should emphasise need for behaviour change amongst residents and visitors (to get people walking/cycling/using public transport) and how this could be achieved	Change of travel behaviour is encouraged through Travel Plans for workplaces and new developments
Question 3: • Generally supportive of Park and Ride as support more sustainable modes and good for health if encouraging more physical activity (walking to/from bus), lower stress levels etc.	Views noted
Question 9: • Cost of living is high, therefore cheaper fares likely to be very important – strategy mentions this but doesn't commit to taking action to reduce fares – is there a commitment that could be made?	As above, cheaper rail and bus fares would have to subsidised by the Council.
Question 11: Yes • Good to understand how Park and Ride could be used as a community asset (e.g. rather than closing at night, could they be used for parking/leisure activities etc.)	P&R recommended to be used for peak demands for market / festivals / providing additional capacity for community events
Question 12 : Yes • There is good evidence base which supports pedestrian schemes as a way of improving physical activity (and also mental wellbeing)	Views noted
Question 13: • Support prioritisation of cycling and walking along river corridor, with radial routes in and out of Bath • Also a neighbourhood approach which links communities to one another – help to support vibrant, accessible neighbourhoods • Suggest highlight importance of improving connectivity between sites and neighbourhoods; across neighbourhoods as well as between neighbourhoods and city centre	Views noted
Question 14: Yes • Is there understanding of optimal facilities and charging points required to encourage behaviour change and higher uptake?	
Question 16: • Stakeholders would like bus fleet which is 'up to date' e.g. Wi-Fi	Proposed within the Transport Strategy within the 'Better Bus Area' bid
Question 17: • Support solution which encourages coach travel over car, but does not compromise use of city centre sites which could be used to promote health and wellbeing • Use of existing assets e.g. Park and Ride	Recommended a replacement coach park should be provided at either Weston Island or Odd Down Park and Ride site. The city centre set down/pick up point should remain at Terrace Walk

	Additional Comments: • Strengthen strategy links with other key strategies e.g. Fit for Life • Objective 1.3 – add 'promoting sustainable **and active modes of travel'** • Do more to encourage car sharing • Definition of key walking routes – should ensure school walking routes are prioritised • Connected communities where active modes e.g. walking/cycling are easy choice • Definition of utility and leisure purposes for walking trips • Clarity on volume of school traffic and how this will be reduced • Sustainable travel section – also mention '**active**' travel • Travel plans – is this far/challenging enough? • P.22 - add: Successful delivery of development sites (**including sustainable and active modes of travel**) • P24 – add: Improved travel choices (**i.e. sustainable and active travel**) • At consultation event in July, strong support for experimental closure of city centre streets to traffic and to pilot the impact on how people get into city, impact on businesses etc. • Welcome creation of Access Group – could scope be broadened to include access for those with learning difficulties and dementia	Views noted and detailed points will be considered in further work
Local Businesses		
Local Transport Consultants	**Initial comments** • Document classification and structure is not clear, is it the actual Transport Strategy, an options testing report or a review? • In addition, the heading 'Getting Around Bath' is grammatically and contextually incorrect	**Proposed Action** Document is the proposed Transport Strategy
	Context • How does the TS fit in with the other strategies of the Council e.g. Bath Sustainable Communities Strategy, Local Transport Plan etc.? A • The TS also doesn't clearly define the geographic area it is covering in sufficient detail • The TS is too focused on the central area of Bath and makes little reference to the role of the urban area surrounding the centre, the fringes of the city and the travel-to-work area beyond	Strategy is directly linked to the Core Strategy and planning of future development Views noted
	The need for a strategy - Analysis • The TS gives no indication of where the trips are coming from or going to, the trip purposes, travel on different days of the week or the different flow profiles across the inner cordon • There is no analysis in the TS of the actual transport network itself (the supply side) i.e. the hierarchy of roads, the rail links, the coverage of bus services, the river and waterways etc. This is all essential baseline information from which the strategy can be developed • Needs to be clearly articulated in the document that the supply side of the City's transport network has only a finite capacity, and as a consequence, there is a limit to the level of demand that can be realistically accommodated. We believe it would be possible to work this	Not detailed specifically within the report but are considered within the data obtained Baseline information has been used and analysed for evidence within the strategy – a separate supporting document will detail this

	out as the city has only limited routes into it, which act to constrain the demand	Views noted
	Integration • The TS needs to be integrated at several levels as follows: -The wider national as well as regional policy framework -Between Council Departments: education, waste management, planning and regeneration, social services and community services will all influence transport. -Between all modes of transport: roads, buses, trains, boats etc. all have different operating regimes and without recognition of how they might operate as an integrated network	Is stated in the document that the emerging Core Strategy reflects the changes in the planning system manifest through the National Planning Policy Framework that supports the principles of sustainable development
	Coherent Strategy • Too many generalised measures, such as promoting walking, cycling and public transport, which should be indisputable as they reflect national policy • It is not explained as to how they might contribute to different types of travel in Bath e.g. travel distance, trip purpose, time of travel, type of traveller etc. • There is a real risk that if specific measures / schemes are not included in the TSB, when it comes to trying to deliver them on the ground, it will be much more difficult to demonstrate that they are an integral part to the overall transport strategy for the city • The TS is mostly on the central area of the city, which we believe is problematic. The traffic intervention measures should be on the corridors and routes into the city • Feel like the TS is centred around walking, however this is only suitable for journeys of a limited distance • Public transport, and in particular the bus services, needs to be at the heart of the TS. Should cover the whole city and its travel-to-work area beyond	Views noted Is stated in the report that the scope for daytime pedestrian priority can be considered, enabling vehicle access at other times Views noted
	Support for the Strategy • The outcomes set out in the TS do not provide a persuasive argument as to why it is important that the strategy and its measures are adopted for Bath	
Local Media Business	**Question 1** • The strategy seems to lack objectives at a strategic level. The first is any real sense of strategic transport principles: - Ease of movement within the City - Ease of movement to/from the City - Limiting car demand/use -Measuring the proposed solutions against those overall objectives	**Proposed Action** Views noted The strategy will extend the principles of the Public Realm and Movement Strategy to core routes throughout the whole city
	Question 12 • It's too limited in its ambition, and it doesn't really address the wider issue of ease of movement for pedestrians in the City because it will just move the problem elsewhere	

	Question 16 • Lower fares • Greater emphasis on bus provision and fares from locations outside Bath, avoiding the need for car journeys to the P&R	As above, cheaper rail and bus fares are outside the control of the Council
	Other comments • If limiting car demand and ease of movement to/from the City are key objectives, then solutions such as a City centre congestion charge would support both • It would provide resources to improve bus services and cut bus fares • The strategy is very City centre focused - missing transport issues outside the City centre, and not placing enough emphasis on the impact of getting to and from the centre from outside • The rails links to Wiltshire are a worthwhile objective, but the MetroWest project to the East of Bath has greater value, greater opportunity, and potentially much greater impact. The priority should be to support the LEP in ensuring that this sees the light of day and achieves its full potential • Cycling does not feature significantly enough. Should consider 'Boris bike' type solutions for the centre • Car sharing is not mentioned: incentivising by, eg, sharing bus lanes, cheaper parking • Bath's waterways as a potential solution should be considered: business might be encouraged to use them as a method of transport, the use of taxi services along the river might be considered	As above, congestion charging is unlikely to be viable for a city the size of Bath due to the huge development and infrastructure costs required Views noted There are several measures noted within the strategy to increase the number of cycling trips, however, local topography of the area limits the quality and scope for future cycling provisions 'Next bike' has already launched within the city centre Car share is considered within modal shift
Individual Responses		
Individual Response	• Recently moved to Bath for both 'beauty and amenities' and also due to being a 'compact and walkable city' – daughter has visual impairment, so able to be independent here	Views noted
	Walking • Support giving highest priority to walking, but strategy needs to take greater account of the fact that those with mobility impairments have varied and complex needs • Pedestrian only streets helpful, but need controlled crossings made safe by the use of audible and tactile signs, in line with best practice (Department of Transport, 2002) • Need for consultation with relevant organisations as a starting point to ensuring that Bath is made a safe walking environment for everyone	As above, all aspects of travel are considered in the strategy to provide links for those with mobility impairments Views noted
	Shared Space • Strategy accepts apparent advantages of shared use of space by cyclists and pedestrians – lack of accidents reflects the fact that those with visual impairments avoid such spaces as they do not feel safe. Need careful design of such spaces to avoid this problem	Identified as a key priority to provide new infrastructure including crossings, shared space and lighting for those on foot and with mobility difficulties

	Park and Ride • Support for expansion of Park and Ride sites outside of the city, including an area for coaches. No need for coach parking facilities within close proximity to city centre	Identified within the strategy via dialogue with visitor attractions. Coaches are a major component of their success- an easily accessible unloading point in the city centre is essential, linked to a more remote coach parking facility
	Technology • Support greater use of technology e.g. radio frequency controlled devices may offer safer crossings for the disabled in the future	Views noted
	Pollution • Coaches and buses must be significant contributor to high pollution levels in Bath, in addition to car usage. Rapid transition to hybrid and electric buses (and coaches, if possible) should be a priority	Views noted
Individual Respondent	• Coach parking – safe manoeuvring of large vehicles needs to be considered very carefully • Include rest facilities for drivers (toilet and smoking facilities) – complaint regarding current toilet facilities at Riverside	Views noted Implemented within the strategy, stating that current facilities are inadequate and any new coach station must provide much improved facilities, including a driver rest area and toilets
Individual Respondent	• Need to consider reduced bus fares for children	As above, cheaper rail and bus fares are outside the control of the Council
Individual Respondent	• Need to put a monetary value on the retail and tourist segment of the Bath economy/conduct a survey to engage with non Bath residents who visit the city to ensure that the strategic approach and tactics are not putting this sector at risk • The stated intention to reduce off street parking in the city could risk the retail and tourism customer experience in the city • Are any likely changes to car fuel sources over coming years taken into consideration within the TS?	Views noted Previous car parking managing supply has not been detrimental to the local economy and has helped to reduce traffic levels, of which shows that parking resources can be managed more effectively
Individual Respondent	• Coaches should be made to discharge their passengers at one or more staging areas just outside the city centre and move away to park on derelict land • Introduce a scheme of residents' parking fees based on the pollution levels of the car • Add a second storey over the existing Charlotte Street Car Park to enable a large number of additional cars to be parked on the outskirts of the city centre reducing parking problems in the city centre (avoiding double parking/pavement parking)	It is stated in the document that an easily accessible unloading point in the city centre is essential, linked to a more remote coach parking facility Views noted Views noted

	• Improve capacity of signals by allowing eastbound traffic along George Street to turn left into Lansdown Road whilst traffic is flowing down Lansdown into George Street	
Individual Respondent	• Look at hubs and routes which are accessible to all. There are 4 perspectives to look at: - sensory (guide dogs/white sticks) -mobility (blue badge holders) -mental illness -the elderly	Accessibility for people with mobility impairments are considered (either some form of infirmity, visual or hearing problems and others, such as those with shopping or pre-school children, may encounter difficulties walking around the city or using other transport such as buses)
Individual Respondent	• Many old people have difficulty walking and so this 'walking city' idea is not necessarily appropriate for the majority whilst bikes and large buses are dangerous for those with slower reactions. Lack of seating along the main walking routes also means the inner city is inappropriate for the elderly • Need to maintain car parking in the city centre. • An electrified railway will introduce ugly pylons along the line removing the natural beauty of Bath	As above, accessibility for those with mobility impairments are considered The preservation of Baths unique surroundings and historic core are a key focus within in the strategy As above, working with bus operators will determine the most appropriate ways to provide services that meet the needs of local people during the day and into the evenings
Individual Respondent	• There is almost no consideration given to the student body in Bath - should be considered to be at the forefront of the council's efforts to increase the percentage of journeys by foot and cycle • Key walking routes ignore one of the busiest pedestrian routes in the city (Oldfield Park, via Brougham Hayes, Homebase and Sainsbury's car parks and into the city centre via Green Park Station) • No consideration is given to pedestrians or cyclists via Widcombe Hill and Copseland on the way to and from the university. Both are dangerous for pedestrians and have a large number of pedestrian/cyclist journeys	Views noted
Individual Respondent	• The approved Cabinet Meeting report has been changed since the meeting to include a discussion about the A36/A46 link road. The Cabinet Meeting and Mott McDonald Report - Consultation (both approved April 2014) show different quotes on the A36/A46 link road	Views noted
Individual Respondent	• Need to cater for all forms of mobility impairment, particularly related to sight which require controlled crossings. • Should be no need for coach parking in the city centre • Hybrid/electric buses should be a priority to address air pollution	

Individual Respondent	• The report is too focused on reducing car use –this is too dangerous to the economic wellbeing of the City to be too anti car and a more balanced approach should be taken in the report • Report needs to be practical rather than achieving a "Utopian" vision • There are a number of statements in the report that do not seem to be backed up by hard evidence • Section 2.15 - what evidence is there to say that recent parking schemes have not been detrimental to the local economy and also helped traffic flow? • Reducing central area parking is not only impractical it is dangerous to the future economic wellbeing of businesses that rely on evening trade • Limiting car parking in the Enterprise Area will limit its interest to potential occupiers and limit the success of any new office development • Detrimental knock on effect on outlying villages/outer suburbs where increased traffic caused by "rat runners" trying to get to the park and rides and across the City	The strategy is not anti-car but instead is trying to re-balance transport options against the economic and environmental needs of the city – car use will continue to be important but containing the number of journeys made by car will benefit everyone Evidence includes over 3,000 long stay on-street spaces as part of the residents parking schemes introduced in 2000/01 and the 320 spaces at Royal Victoria Park no longer being available for free all-day parking (introduced in 2013) As above, previous car parking managing supply has not been detrimental to the local economy and has helped to reduce traffic levels, of which shows that parking resources can be managed more effectively As above, working with bus operators will determine the most appropriate ways to build the market through straightforward ticketing, new information provision and services that meet the needs of local people during the day and into the evenings

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Getting Around Bath: Supporting Document

A Transport Strategy for Bath

October 2014

Bath and North East Somerset Council

Mott MacDonald

Getting Around Bath: Supporting Document

October 2014

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1. Introduction

Efficient transport is vital for Bath's future as an economic powerhouse, centre of learning, retail centre and high quality place of live, all framed by the World Heritage Site status of its built environment and surrounds.

This Transport Strategy has been devised to give direction to transport initiatives to address current and future needs. It has been built on the wealth of data available and the views of the many stakeholders involved. It is intended to provide the basis for initiatives to make the city function effectively and sustainably. This will enable it to grow, absorbing new demands into the established and unique city. This strategy has emerged alongside the masterplan for the Bath Riverside Enterprise Area and in doing so has sought to interlink transport options with those for this important area. An integrated approach, making the connections between land use and transport, is essential in understanding the many travel demands in relation to land use decisions. Looking to the future, this Strategy places an emphasis on enabling people to travel by sustainable means, reducing carbon emissions and air pollution and supporting a healthier city.

This report provides evidence and technical analysis to support the development of the strategy. The overall strategy has been reported separately as the 'Getting Around Bath' Launch Document in April 2014 (revision E).

A summary of recommendations made to address specific points identified in the Brief is provided as Appendix A.

2. Vision and Objectives

2.1 Vision

In developing a vision, it is important to set it in the context of progress made to date through various successful initiatives promoted through successive Joint Local Transport Plans and these include the three established Park and Ride sites, an ongoing parking strategy, Local Sustainable Transport Fund projects and Better Bus Area funding. In addition, the emerging Core Strategy reflects the changes in the planning system manifest through the National Planning Policy Framework that supports the principles of sustainable development.

A strategy needs a vision, in effect a statement that outlines the main aims. In this context, the proposed transport vision reflects the wider vision for a healthy, prosperous and unique city:

Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core.

This will enable more economic activity and growth while enhancing its special character and environment and improving the quality of life for local people.

Bath is unique but faces significant transport challenges. The current traffic volumes and congestion cause delays and localised air quality problems which reduce the quality of life for residents, affect the attractiveness of the city and degrade the built environment. The transport strategy will seek to address existing problems and will define a sustainable way of managing the impacts of future growth.

The health and wellbeing of everyone is of primary concern and so the strategy will focus on changing established travel habits. The significant challenge of managing car trips within Bath means that difficult decisions have to be made. The promotion of sustainable travel is vitally important, with better walking and cycling routes providing the best alternative to using a car for many short, local trips. This will be supported by a public transport network that provides good access to all parts of the city and its surrounds.

The strategy will make the city a safer and healthier place for all, whilst helping to protect the historic environment that merited World Heritage Site status.

2.2 Objectives

There are inevitably a wide range of objectives that need to be considered. However, some are accorded greater priority than others simply because they offer the greatest scale of change and contribute most to a culture and structure of sustainability.

Transport issues in Bath have been the subject of debate for many years. The third West of England Joint Local Transport Plan (JLTP3) sets out some high level objectives which provide a starting point for this strategy; the JLTP3 provides the framework for transport spending decisions and the policy context but is not intended to determine the wider strategy for Bath. Its aims are to:

- Create a step change in public transport providing an attractive alternative to the private car;
- Reduce congestion and improve air quality;
- Bring environmental improvements; and
- Create an effective and efficient transport system that will support the Bath Western Riverside regeneration project and other future developments.

Expanding these helps to illuminate the level of detail required from the possible initiatives, giving the following objectives that are proposed for the Bath Transport Strategy:

- Supporting and enabling economic growth, competitiveness and jobs;
- Promoting sustainable mobility;
- Widening travel choice;
- Widening access to opportunities: jobs/learning/training;
- Improving air quality & health, reducing vehicle carbon emissions;
- Safeguarding and enhancing the unique historic environment and World Heritage Site status; and
- Improving the quality of life in the city.

3. Policy Context

3.1 National Planning Policy Framework (NPPF)

The National Planning Policy Framework (Department for Communities and Local Government, March 2012) represents a significant change to the planning system that had evolved over many years. It is based on the principle that there is a presumption in favour of sustainable development that is to address positively the development needs of an area. For Bath, the Core Strategy process by which development sites are identified has yet to be determined. A consequence is that development sites are likely to come forward in the absence of an approved plan. Therefore it is important that the transport strategy provides sufficient direction for current development opportunities, emerging proposals through the Core Strategy Process and subsequently as part of the Placemaking Plan that will assess each site in more detail.

While NPPF offers limited guidance on transport and its relationship with planning, it does provide support for sustainable transport:

> *'Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.' (para. 30)*
>
> *'Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.' (para. 34)*

The NPPF states that the location of the development and the land use mix are important to encourage the use of sustainable modes and states:

> *'Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.' (para. 37)*

Reference is also made to the application of travel plans and the importance of applying appropriate parking standards for residential and non-residential development sites.

3.2 Core Strategy

Planned development for Bath is set out in the Bath and North East Somerset Core Strategy, adopted July 2014.

"Plan for an overall net increase in jobs of 7,000, rising from 60,200 in 2011 to 67,200 in 2029, with significant gains in business services tempered by losses in defence and manufacturing.

Enable the development of about 7,020 new homes, increasing the overall stock of housing from about 40,000 to 47,000. The following distribution of housing will be planned for:

- *Large sites in the Central Area and Enterprise Area – 3,300*

- *Large sites in the outer neighbourhoods, including former MoD land and the extension to MoD, Ensleigh – 2,100.*
- *Small scale intensification distributed throughout the existing urban area -1,150*
- *Land adjoining Odd Down – 300."*

3.3 Placemaking Plan

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

The Core Strategy forms Part One of the Local Plan, with the Placemaking Plan as Part Two for which the Launch Document was published in July 2013 as a discussion document, designed for community and stakeholder engagement and to generate the content for the next stage of the Placemaking Plan.

The Placemaking Plan raises a number of questions on how sites should be developed within the City Centre and Enterprise Area, for which a detailed Masterplan was commissioned in November 2013.

3.4 West of England Joint Local Transport Plan

The JLTP has been formed for four Councils in the South West (Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire) which will set out transport plans for the next five years (2006 – 2011) and their vision for the next twenty to thirty years. The area is vital to the economy of the South West and the United Kingdom with a heavy focus on cultural activities, education and tourism; with Bath designated as the only city World Heritage Site in the UK. The economic success for the South West has resulted in increased pressure on infrastructure and concern for future prosperity within the area. The area has over £3 billion of potential development sites available, of which will be managed appropriately over the next twenty to thirty years to sustain growth.

Achieving the Plan's overall objectives and vision requires a variety of major schemes to be delivered across a broad range of areas including bus, rail, park and ride, bus rapid transit and trams as well as roads. This is critical when focusing on reducing large volumes of traffic within certain communities and essentially preserving the area's natural environment. By obtaining sufficient measures across a large scale, demand and capacity issues can be met from the strategic transport network, fulfilling its function linking the South West with the rest of UK.

JLTP Aims and Objectives	
Aim	**Objective**
To tackle congestion	Promote use of alternatives to the private car
	Encourage more sustainable patterns of travel behaviour
	Manage the demand for travel by the private car
To improve road safety for all road users	Ensure significant reductions in the number of the most serious road casualties
	Achieve improvements for road safety for the most vulnerable sections of the community
To improve air quality	Improve air quality in the Air Quality Management Areas
	Ensure air quality in all other areas remains better than the national standards
To improve accessibility	Improve accessibility for all residents to educational services
	Improve accessibility for all residents to health services
	Improve accessibility for all residents to employment
To improve the quality of life	Ensure quality of life is improved through the other Shared Priority objectives, contributing towards the enhancement of public spaces and of community safety, neighbourhood renewal and regeneration, healthier communities, tackling noise and protecting landscape and biodiversity
	Achieve balanced and sustainable communities.

3.5 The Economic Strategy for Bath and North East Somerset 2010–2026

The key objectives of the Economic Strategy are to:

- Improve local prosperity & well-being through a more productive , competitive and expanded economy
- Increase overall productivity & average wage levels
- Build on strengths in ICT / Creative Industries / Financial & Business Services to deliver a higher value added economy.

These objectives will be achieved through a number of key actions:

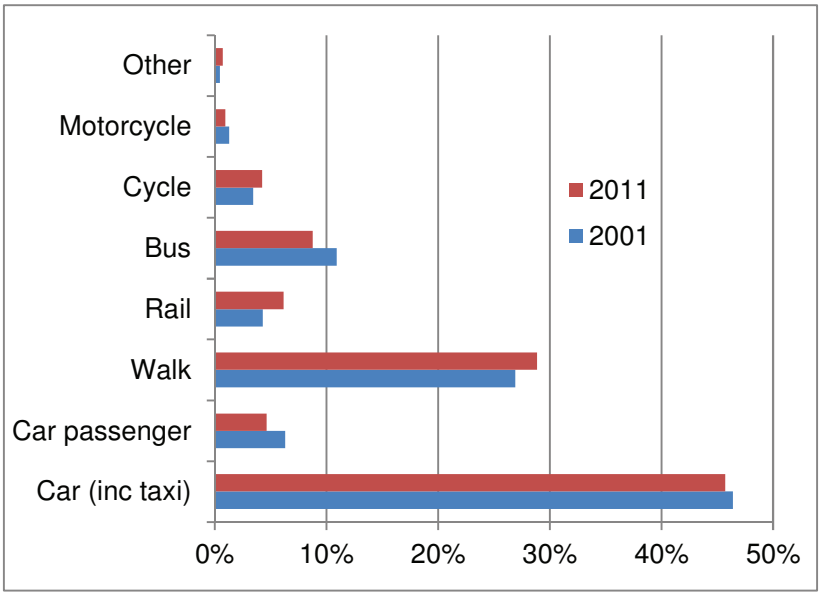
- Promote B&NES as a location for inward investment to assist in achieving future employment growth targets
- Improve the availability & quality of business premises
- Facilitate new city centre and edge of centre commercial quarters in Bath
- Launch the Bath Riverside Enterprise Area
- Develop a plan to support the delivery of the Bath EA.

4. Background Data

4.1 Existing Travel Modes

Census data for 2001 and 2011 gives the proportion of Bath Residents travelling to work by car as shown below. A small reduction in car use is evident but walking, cycling and rail use are shown to have increased, but there is also a significant reduction in bus use. Between 2001 and 2011, the number of Bath residents who travelled to work increased from around 32,300 to 38,600 (excluding those that worked from home). This meant that the number of residents who drove to work increased in absolute terms by 18%, despite the small reduction in mode share.

Figure 4.1: Mode Share of Travel to Work by Bath Residents



Source: Travel to Work Census data, 2001 (T203) and 2011 (QS701EW)

More detailed information on travel modes by all people working in Bath and those living and working in Bath is also available but only for 2001 (the 2011 results are yet to be published). Further details on this are included in Section 6.

The 2011 Census data on car ownership has been published and shows that 30% of Bath households have to rely on non-car modes as they do not own a car, with a further 45% having one car per household i.e. many more residents will not have use of car during the working day. The figures for 2001 are similar, with no overall increase in car ownership level between 2001 and 2011. However, there were 1,000 more households in Bath in 2011, giving an increase of 1,000 cars in absolute terms.

Table 4.1: Car Ownership in Bath

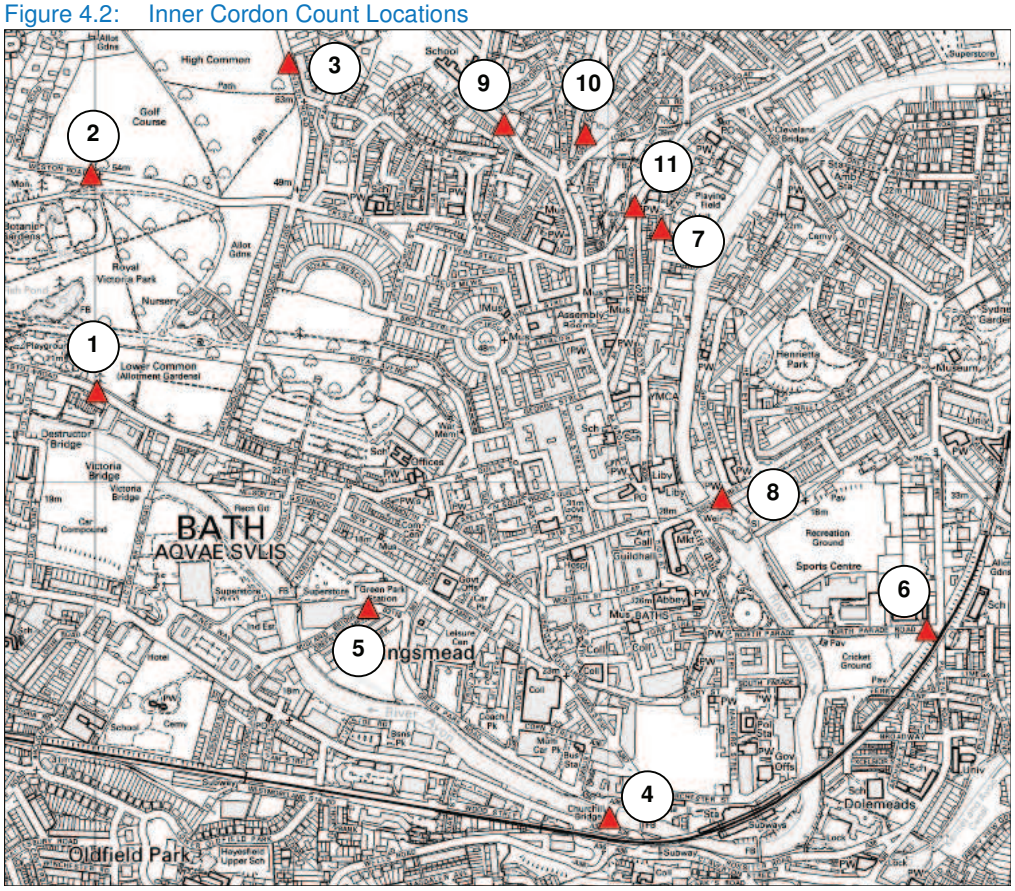
Number of Vehicles	2001 Census	2011 Census
No cars or vans in household	29%	30%
1 car or van in household	47%	45%
2 cars or vans in household	20%	20%
3 cars or vans in household	3%	4%
4 or more cars or vans in household	1%	1%
Average number of cars/household	1.1	1.1

Source: Car Ownership Census data, 2001 (S062) and 2011 (KS404EW)

4.2 Traffic Levels

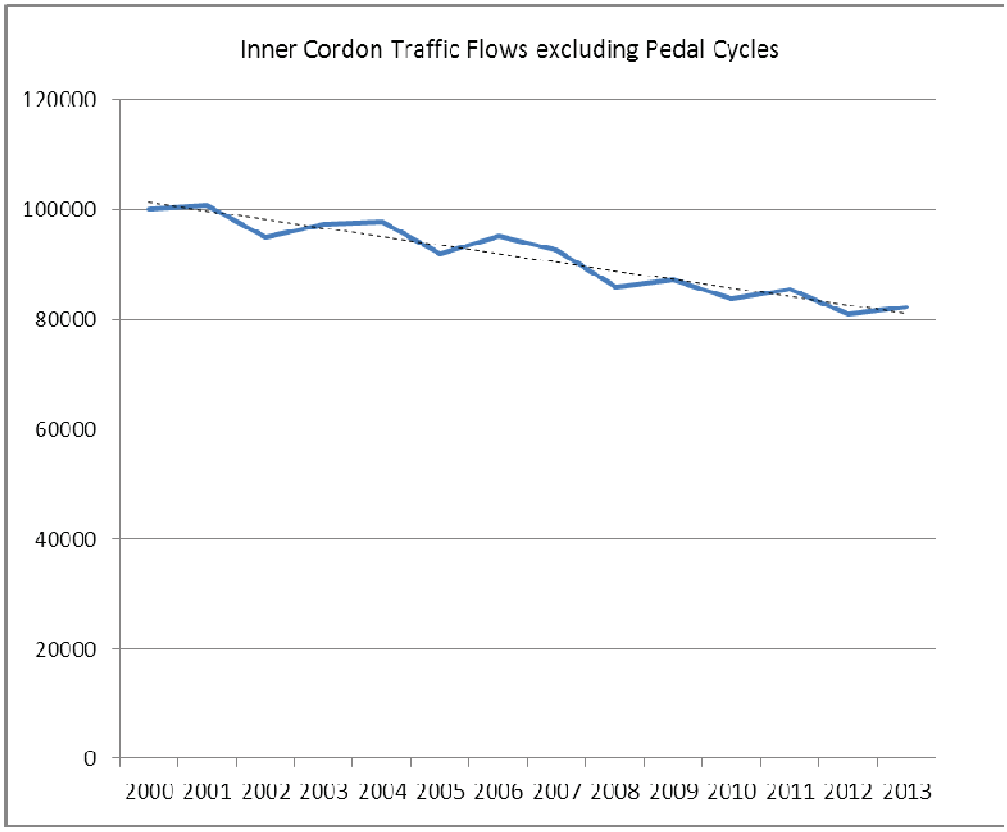
Traffic levels entering and leaving the city centre have been recorded by monitoring surveys every year since 2000, at the 11 locations shown below:

Figure 4.2: Inner Cordon Count Locations



Source: B&NES data

Figure 4.3: Inner Cordon Traffic Counts (weekday 07:00-19:00)



Source: B&NES data

The total traffic volume (weekday 12-hour total 07:00-19:00) shows a trend of decreasing steadily from around 100,000 vehicles/day in 2000 to the current level of around 80,000 vehicles/day i.e. a 20% reduction.

4.3 Traffic Composition

Of the total traffic entering/leaving the city centre, the vehicle classes are shown below for each of the sites, as well as for the cordon as a whole, where:

- 'Light' = cars and other light vehicles,
- HGV = heavy goods vehicles over 3.5 tonnes,
- M/C = motorcycles.

Overall, a low proportion of traffic in the city centre is heavy goods vehicles (3%).

Table 4.2: Traffic Composition Entering/Leaving the City Centre (weekday 07:00-19:00)

		Two-way Volume 0700:09:00					Vehicle Class Proportion			
Site	Location	Light	HGV	Bus/ coach	M/C	Total	Light	HGV	Bus/ coach	M/C
1	A4 Upper Bristol Road	12088	594	623	208	13513	89%	4%	5%	2%
2	Weston Road	8450	110	68	84	8712	97%	1%	1%	1%
3	Cavendish Road	3239	132	7	26	3404	95%	4%	0%	1%
4	A376 Churchill Bridge	10646	553	782	122	12103	88%	5%	6%	1%
5	B3118 Midland Bridge Road	7905	190	756	99	8950	88%	2%	8%	1%
6	North Parade Road	5236	198	382	45	5861	89%	3%	7%	1%
7	A3039 Walcot Street	3650	75	286	50	4061	90%	2%	7%	1%
8	Pulteney Bridge	551	44	100	3	698	79%	6%	14%	0%
9	Lansdown Road	7472	184	194	45	7895	95%	2%	2%	1%
10	Camden Cresent	4886	77	50	35	5048	97%	2%	1%	1%
11	A4 Paragon	11311	505	64	148	12028	94%	4%	1%	1%
	Cordon Total	75434	2662	3312	865	82273	92%	3%	4%	1%

Source: B&NES data for Inner Cordon March 2013

Other traffic counts are also available for roads that are believed to carry higher volumes of HGVs. Classified counts from 30 May 2012 showed the following volumes (two-way totals for 07:00-19:00):

- A36 Warminster Road 724 HGVs, 6.9% of total flow of 10,486 vehicles
- A4 London Road 1,056 HGVs, 5.1% of total flow of 20,742 vehicles.

Therefore, the A36-A4 route does carry a significantly higher proportion of HGVs than the routes to/from the city centre, with both the A36 and A4 carrying a higher absolute number of HGVs than any of the other routes.

4.4 Through Traffic

Recent traffic surveys (May 2012) have given detailed information on the movement of vehicles into and through parts of the city centre (by way of matching vehicle registration plates into and out of a survey cordon). A summary of the results that were used for the Bath Transport Model is given below:

- Traffic matched between the following sites:
  - A36 Lower Bristol Road - West
  - A4 Newbridge Road
  - A431 Newbridge Hill
  - A367 Wellsway
  - A3062 Prior Park Road
  - A36 Warminster Road
  - A4 London Road
- Over the whole day, 12% of all traffic entering the city centre on these routes is through traffic
- HGVs account for 3.5% of all traffic entering the centre
- 27% of HGV movements are through traffic, which equates to 0.9% of all traffic entering the centre.

5. Stakeholder Views

5.1 Key Issues

- Have key stakeholders been involved?
- Have the views expressed been recorded and used as the strategy has been developed?
- How will progress be reported back to stakeholders?

5.2 Stakeholders Consulted to Date

The following groups have been consulted during the development of the strategy:

Public Transport Organisations
- First Bristol & Avon
- Confederation of Passenger Transport
- First Great Western

Residents
- Federation of Bath Residents' Associations
- Valley Parish Alliance

Business Groups
- Chamber of Commerce/B&NES Initiative

Other Stakeholders
- Cycle Bath Campaign
- Bath Transport Commission
- World Heritage Site Steering Group
- Bath Tourism Plus
- RUH
- University of Bath
- Bath Spa University

B&NES Council
- Leader of the Council
- Transportation Planning Dept
- Regeneration Dept
- Public Transport Dept
- Parking Services Dept
- Heritage Services Dept

5.3 Future Consultation Requirements

To be successful, the strategy will need to be the subject of a public engagement programme so that as many people as possible feel they have a stake in the outcomes. This has started with a Stakeholder

Workshop held on 26 June 2014 and Public Exhibitions on 30 June and 11 July 2014 including production of a Non-Technical Summary leaflet suitable for public consumption.

6. Enterprise Area

6.1 Key Issues

- Is the scope of the Enterprise Area agreed?
- What are the transport implications of the EA?
- How can the EA contribute positively to sustainable transport?
- How will the EA be integrated with wider transport initiatives?

6.2 Integrating Land Use Proposals with Transport

The development of the transport strategy has taken place alongside the emergence of the masterplan for the Enterprise Area (EA), however the masterplan is still in its early stages. The EA is a massive opportunity for the city with space available for major employment, housing and other uses all located along the riverside corridor. Other sites, including those used formerly for Ministry of Defence purposes, are also becoming available and need to be considered in terms of how people will travel to/from them.

6.3 Enterprise Area

6.3.1 Scope of the EA

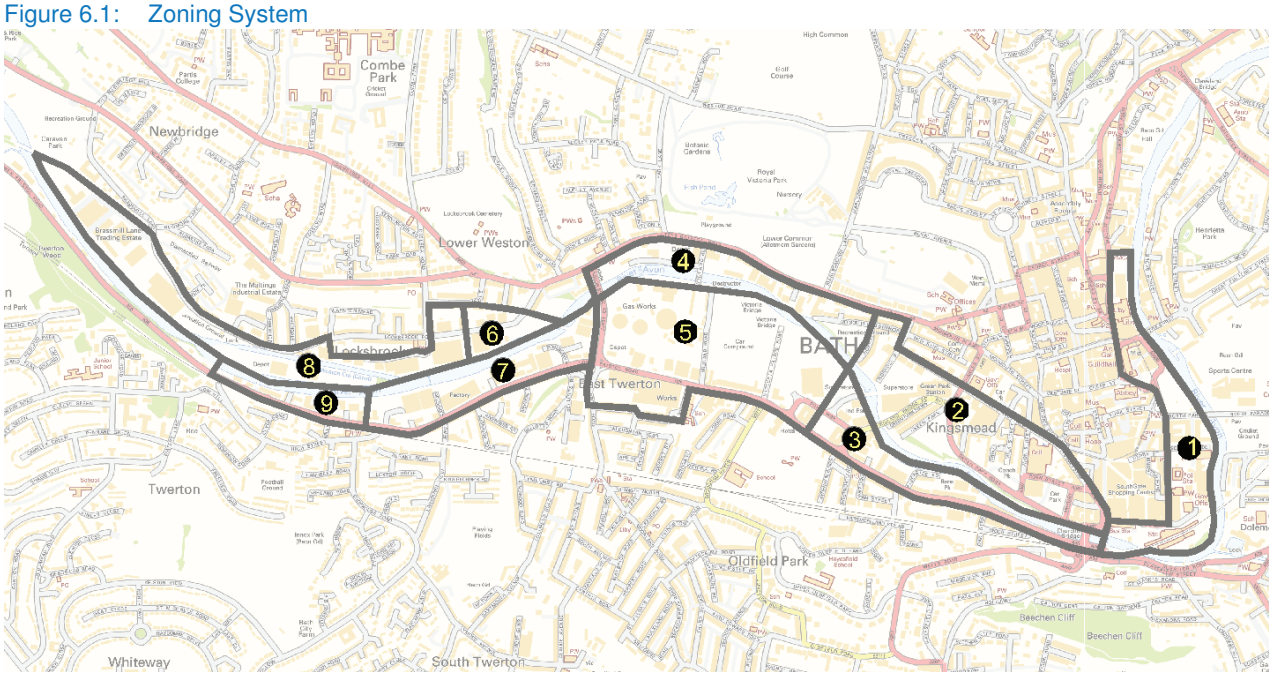
The EA comprises redevelopment of a number of major sites within Bath, for which development assumptions were provided by the Council. A full list of the development sites and areas is provided at Table 6.1 below, with Figure 6.1 showing the zoning system that was used for the purposes of traffic generation.

It is recognised that the exact quantum of development and allocation of uses to particular sites is likely to be amended as the Masterplan is developed more fully. Therefore, there may be need for one or more iterations between the Masterplan and the assessment of its transport implications.

Table 6.1: EA Development Sites

Zone	Site	Sqm or housing units	Planning Definition	Bath Strategy Definition
1	Manvers Street	1456	A3	Restaurants and cafés
1	Manvers Street	9077	B1	Offices
1	Manvers Street	74	C3(a)	Dwelling houses
1	Manvers Street	6480	C1	Hotels
1	Cattlemarket site	1745	A3	Restaurants and cafés
1	Cattlemarket site	2080	C1	Hotels
1	Cattlemarket site	54	C3(a)	Dwelling houses
2	Green Park Station West	9471	B1	Offices
2	Green Park Station West	31786	A1	Shops
2	Green Park Station West	446	C3(a)	Dwelling houses
2	Green Park Station West	405	A3	Restaurants and cafés
2	Green Park Station West	7432	A1	Supermarket
2	Green Park Station East	3152	A1	Shops
2	Green Park Station East	103	C3(a)	Dwelling houses
2	Green Park Station East	12160	B1	Offices
2	Green Park Station East	596	A3	Restaurants and cafés
2	North Quays	15435	B1	Offices
2	North Quays	2036	A3	Restaurants and cafés
2	North Quays	70	C3(a)	Dwelling houses
2	North Quays	7762	C1	Hotels
2	North Quays	3993	B1	Innovation / workspace
3	South Quays	427	A3	Restaurants and cafés
3	South Quays	11025	B1	Offices
3	South Quays	8985	B1	Innovation / workspace
3	South Bank	61	C3(a)	Dwelling houses
3	South Bank	21752	B1	Offices
3	South Bank	964	A3	Restaurants and cafés
5	Bath Press	88	C3(a)	Dwelling houses
5	Bath Press	23659	B1	Innovation / workspace
5	BWR Crest Phase 1 (secured)	240	C3(a)	Dwelling houses
5	BWR Crest Phase 2 (un secured)	1982	C3(a)	Dwelling houses
7	Roseberry Place	681	A3	Restaurants and cafés
7	Roseberry Place	4207	A1	Shops
7	Roseberry Place	408	C3(a)	Dwelling houses

Figure 6.1: Zoning System



Each of these sites will have different travel characteristics but their location along the river means that access across it is of particular importance. The refurbishment of existing bridges and creation of new bridges will enable all parts of the EA to be accessible and allow them to function efficiently.

The majority of planned development is in Zones 1-5 which are closest to, and include parts of, the city centre. This offers the greatest opportunities for short journeys that can be made on foot with connections to the rail station, city bus routes, bus station and many parts of the city. Some new housing is in place already in the City Gateway area where there can be less reliance on car use and a strong emphasis on sustainable modes. The fact that housing and jobs will both be located in the EA means that there is significant opportunity for people to live near their place of work, reducing the need for in-commuting and supporting sustainable means of travel. This is an underlying feature of the EA that needs to be considered strongly in the masterplan and placemaking processes.

6.3.2 Identifying the Impacts of the EA

Considerable analysis was undertaken for the Bath Western Riverside proposals including a full Transport Assessment. For the purposes of this strategy, a high level approach has been used to understand the implications of the overall development on the existing transport networks and to identify the expected impacts of initiatives designed to support sustainable transport for journeys to and from the site.

The model used is a simple assignment model using Census data to give a distribution of trips to/from the areas within and outside of the city. A full description of the modelling process is provided below:

Stage 1: Development Trips

B&NES provided a summary of proposed land uses within the EA, shown at Table 6.1. The 2013 TRICS database was interrogated to identify similar land uses located in urban areas, based on sites within England excluding Greater London. This included data from the regions South East, South West, East Anglia, East Midlands, West Midlands, Yorkshire & North Lincolnshire, North West and the North, when available. All data were based on surveys undertaken on weekdays only (Monday-Friday) for 'multi-modal' trips for all land use types.

Multi-modal survey data was selected in order to identify **person trips** rather than just **vehicle trips** for each site. This allows the model to manipulate the number of trips by each mode and test the outcomes of strategy options. A summary of the trip rates used is provided below for reference.

Table 6.2: Commercial Trip Rates (2013 TRICS)

TRICS Data: Non-Residential Person Trips (per 100sqm)									
	AM Peak 0800-0900			PM Peak 1700-1800			Daily 0700-1900		
	arrive	depart	total	arrive	depart	total	arrive	depart	total
B1 Business Park	1.96	0.32	2.28	0.24	1.65	1.89	7.44	7.44	14.88
B1 Office	2.94	0.27	3.21	0.20	2.50	2.71	13.53	13.31	26.84
B2 Manufacturing	0.39	0.16	0.55	0.05	0.27	0.32	2.59	3.04	5.63
B8 Warehousing	0.04	0.02	0.06	0.02	0.05	0.07	0.51	0.54	1.05
Leisure/restaurant *	0.50	0.50	1.00	5.54	5.06	10.59	68.53	68.29	136.82
Hotel/conference	0.57	0.64	1.21	0.70	0.50	1.19	9.07	9.09	18.16
Food retail	1.85	0.94	2.78	5.21	5.80	11.01	58.92	57.52	116.44
Mixed Shopping Mall +	0.33	0.12	0.44	0.26	0.44	0.69	5.35	5.62	10.97
Car Show Rooms	0.47	0.21	0.69	0.21	0.40	0.62	4.77	4.65	9.42
* no restaurant trips between 8-9 therefore 9-10 used in the model									
+ very limited multi-modal data available for weekdays, therefore person trip rate shown is an estimate based on vehicle trip rate									

Table 6.3: Residential Trip Rates (2013 TRICS)

TRICS Data: Residential Person Trips (per dwelling)									
	AM Peak 0800-0900			PM Peak 1700-1800			Daily 0700-1900		
	arrive	depart	total	arrive	depart	total	arrive	depart	total
Urban Centre									
Flat: privately owned	0.09	0.50	0.59	0.51	0.20	0.71	2.46	2.65	5.11
Flats: rented	0.19	0.51	0.70	0.33	0.33	0.66	2.97	3.17	6.14
House: privately owned	0.28	0.86	1.14	0.63	0.37	1.00	4.44	4.56	9.00
House: rented	0.17	0.57	0.74	0.37	0.35	0.72	2.86	3.00	5.86

Stage 2: Trip Origins (External or Internal)

The trip distribution process splits trips based on whether they are have an origin or destination outside of Bath City or are contained within Bath City. To estimate the proportion of trips generated by zones outside Bath City, 2001 Census data was interrogated. A table summarising the proportions for those that work and live in Bath is provided below for reference (excluding those that work from home as they do not generate trips to work).

Table 6.4: Origin of Internal and External Generated Trips

Data Set	Live in Bath	Live Externally	Total
Work in Bath	21,960 (43.8%) *(65.1%)*	28,145 (56.2%)	**50, 105**
Work Externally	11, 784 *(34.9%)*	-	-
Total	**33, 744**	**-**	-

Source: Travel to Work Census data, 2011 (WU03EW)

These proportions were applied to the trips generated in Stage 1 to determine the volume of trips likely to be generated within the city and from external zones. For trips within the city, the Bath wards were used as the zones.

Stage 3: Mode Split

The 2011 Travel to Work Census data was used as the starting point to determine the mode split for trips into Bath from external and internal city zones. These are presented in Table 6.5. The Bath wards were further categorised to enable the spreadsheet model to reflect the dominance of walking in the city centre, with the wards of Abbey and Kingsmead classed as 'Centre' and all others as 'Outer'.

For the EA development areas, Zones 1-5 were classed as being in the Centre with Zones 6-9 in the Outer Bath area.

Table 6.5: 2011 Mode Share for Trips to/from Bath

	Live in Bath	Live External	Live in Bath	Live in Bath	Live in Centre	Live Outer
Mode	Work External	Work in Bath	Work in Centre	Work Outer	Work in Bath	Work in Bath
Car (inc taxi)	69.3%	71.9%	20.8%	42.0%	16.3%	32.7%
Car passenger	4.4%	4.7%	5.0%	5.1%	2.0%	5.3%
Walk	0.0%	0.0%	53.5%	34.8%	64.0%	42.6%
Rail	17.5%	12.0%	0.7%	0.5%	0.7%	0.6%
Bus	4.8%	7.1%	13.3%	10.8%	9.4%	12.2%
Cycle	2.5%	2.7%	5.6%	5.6%	6.9%	5.5%
Motorcycle	1.2%	1.4%	0.8%	1.0%	0.4%	1.0%
Other	0.4%	0.2%	0.2%	0.2%	0.3%	0.2%

*It is assumed that there will be no walking trips to the EA from zones outside of the city

Source: Travel to Work Census data, 2011 (WU03EW)

With the proposed Transport Strategy measures in place, the mode shares should change with a further switch away from car. Based on the following assumptions the resultant mode shares with the Strategy are shown in Table 6.6:

- 144% increase in rail use for commuting trips into Bath and 33% out of Bath (same as 2001-2011 change in Census);
- 37% increase in cycle use for trips into city centre by residents and 43% increase by city centre residents travelling to work (2011 Census)
- 108% increase in cycle use for trips into Bath from external areas and 56% increase out of Bath (2011 Census)
- 16% increase in internal walking trips into the centre (2011 Census) and 10% by city centre residents (assumption);
- Assumptions:
- 10% increase in all external bus trips and 5% increase in internal bus trips;
- 2.5% increase in car sharing for commuting trips into Bath;
- 5% reduction in external car trips due to peak spreading in AM and PM peak hours;
- 5% reduction in external commuting car trips into Bath and 2.5% reduction in out-commuting trips due to smarter choices and increased working from home;
- 400 more trips using Park & Ride in peak hours – note shown as an increase in bus.

Table 6.6: Estimated Mode Share with Transport Strategy for Trips to/from Bath

	Live in Bath	Live External	Live in Bath	Live in Bath	Live in Centre	Live Outer
Mode	Work External	Work in Bath	Work in Centre	Work Outer	Work in Bath	Work in Bath
Car (inc taxi)	58.1%	17.6%	9.5%	29.9%	7.1%	14.8%
Car passenger	4.4%	4.8%	5.1%	5.3%	2.0%	5.3%
Walk	0.0%	0.0%	62.0%	44.2%	69.8%	57.7%
Rail	23.3%	29.2%	0.7%	0.5%	0.7%	0.6%
Bus	5.3%	33.9%	14.0%	11.3%	9.9%	12.8%
Cycle	3.9%	5.6%	7.7%	7.7%	9.8%	7.7%
Motorcycle	1.2%	1.4%	0.8%	1.0%	0.4%	1.0%
Other	0.4%	0.2%	0.2%	0.2%	0.3%	0.2%

*It is assumed that there will be no walking trips to the EA from zones outside of the city

Source: Estimates based on Travel to Work Census data, 2011 (WU03EW)

6.3.3 Trip Generation Results

Trip generation results have been produced by applying the trip rates to the EA development areas and then the mode shares, with and without the Transport Strategy in place. In both cases the reduction in net increase in traffic demand due to existing uses of the development sites has been taken into account (although the current trip generation is estimated to be relatively low).

Table 6.7 shows the total estimated trips associated with the new commercial and residential EA development with no interventions, split down into person trips by mode, with the corresponding trips with the interventions in place in Table 6.8.

In the peak hours, the strategy is shown to reduce the number of car trips generated to less than half that without the strategy in place.

Table 6.7: Total Estimated Net EA Person Trips WITHOUT Transport Strategy Interventions

Bath Enterprise Area	AM Peak 0800-0900			PM Peak 1700-1800			Daily 0700-1900		
	arrive	depart	total	arrive	depart	total	arrive	depart	total
Car (inc taxi)	1,639	986	2,625	1,162	1,876	3,038	14,830	15,057	29,887
Car passenger	201	109	310	131	226	357	1,766	1,789	3,555
Walk	710	738	1,448	758	886	1,644	7,438	7,669	15,107
Rail	106	106	212	110	130	240	1,111	1,144	2,255
Bus	373	197	570	239	422	661	3,259	3,302	6,561
Cycle	85	76	161	82	103	185	854	875	1,729
Motorcycle	39	21	60	24	47	71	361	363	724
Other	11	8	19	7	16	23	110	113	223
Total	**3,164**	**2,241**	**5,405**	**2,513**	**3,706**	**6,219**	**29,729**	**30,312**	**60,041**

Table 6.8: Total Estimated Net EA Person Trips WITH Transport Strategy Interventions

Bath Enterprise Area	AM Peak 0800-0900			PM Peak 1700-1800			Daily 0700-1900		
	arrive	depart	total	arrive	depart	total	arrive	depart	total
Car (inc taxi)	496	583	1,079	676	623	1,299	8,254	8,395	16,649
Car passenger	147	77	224	94	165	259	1,293	1,310	2,603
Walk	936	915	1,851	953	1,152	2,105	9,603	9,875	19,478
Rail	494	230	724	291	545	836	4,198	4,242	8,440
Bus	723	201	924	233	784	1,017	2,916	2,964	5,880
Cycle	212	164	376	181	249	430	2,025	2,069	4,094
Motorcycle	35	18	53	22	38	60	305	306	611
Other	6	5	11	5	6	11	70	71	141
Total	**3,049**	**2,193**	**5,242**	**2,455**	**3,562**	**6,017**	**28,664**	**29,232**	**57,896**

The proposed Transport Strategy should also be successful in influencing mode choice for existing trips. Therefore, the additional car trips shown in Table 6.8 will be offset to some extent by a switch away from car for existing trips on the road network.

7. Urban Extensions

7.1 Key Issues

- How can the Transport Strategy influence trips generated at urban extensions?
- How can sustainable transport principles be incorporated into proposals?

The Core Strategy allows for the development of about 7,020 new homes in Bath, with the following distribution:

- Large sites in the Central Area and Enterprise Area – 3,300
- Large sites in the outer neighbourhoods, including former MoD land and the extension to MoD, Ensleigh – 2,100.
- Small scale intensification distributed throughout the existing urban area -1,150
- Land adjoining Odd Down – 300.

Travel to work trips into Bath from these locations has been taken into account when assessing the EA in Section 6.

In terms of providing sustainable transport options for these sites, measures should be included that complement the overall Transport Strategy for Bath, as reported in the Strategy and Vision Report. As the sites are away from the city centre, key measures will include:

- Good links into the wider cycle network, together with on-site cycle routes through the development, as off-road facilities where possible;
- The potential for local bus services to be diverted through or closer to the sites;
- Good pedestrian routes to local amenities, such as schools, shops, health centres and leisure facilities;
- Improved local bus stops and pedestrian links to them;
- Suitable on-site parking standards;
- Residential Travel Plans.

For each development site a full Transport Assessment will be required to determine whether the above measures can successfully mitigate the effects of new trips generated. It is likely that improvements to local junctions will be required at some of the sites and/or traffic management measures.

8. Walking

8.1 Key Issues

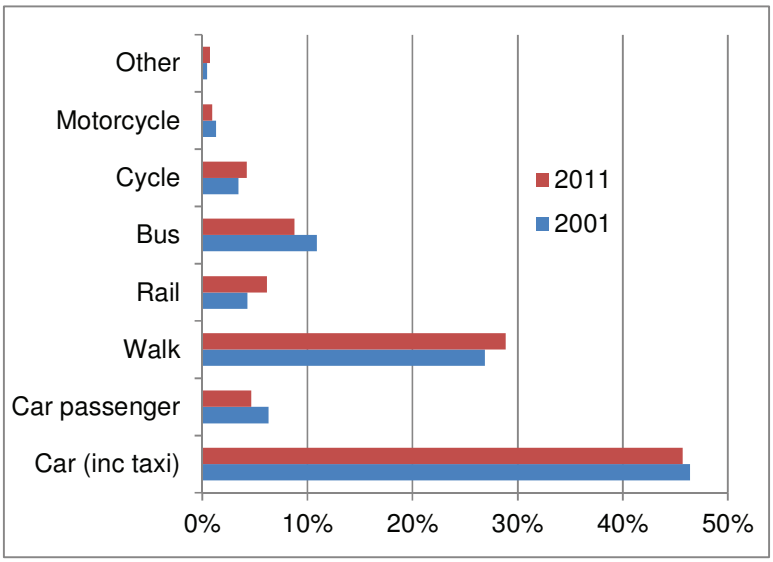
- What are the perceptions and realities of walking in the city centre and remainder of the city?
- Are there particular locations where there are barriers to walking e.g. road crossings?
- Is there a clear network of routes giving good access to bus stops, rail stations and major employment, health, retail and education locations?
- Which routes should be given priority for pedestrian and public realm improvements?

8.2 Number of Walking Movements

The proportion of journeys made on foot is high compared with other cities. The layout and size of Bath are conducive to walking and the streetscene is in many places of unsurpassed value. Walking is key to the activities that take place and could be even more widely adopted for short journeys within the built-up area. Walking is therefore of major importance.

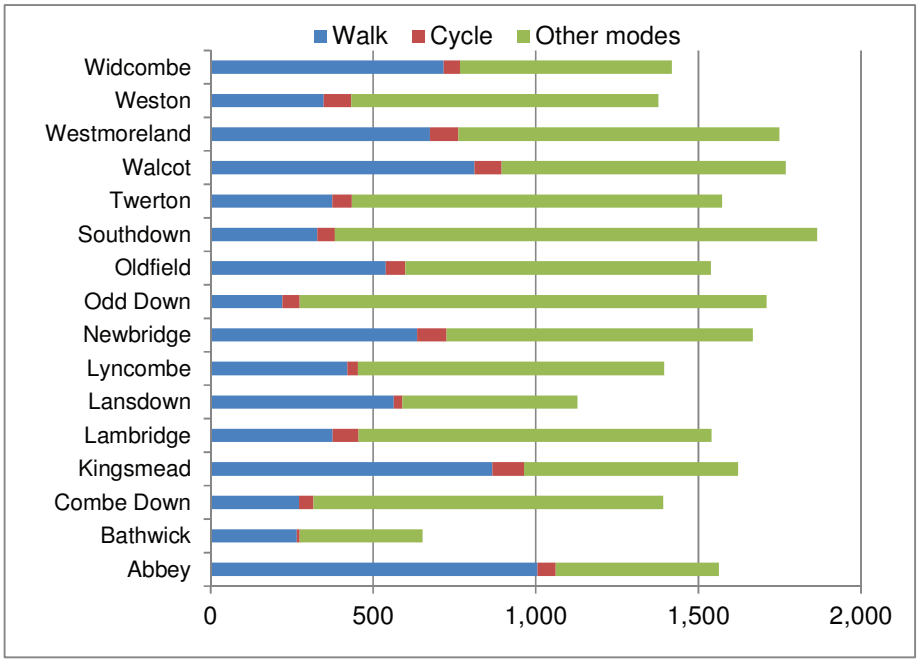
2011 Census data show that a high proportion of all Bath residents walk to work (28.9%) and that this has increased from 26.9% in 2001.

Figure 8.1: Mode Share of Travel to Work by Bath Residents



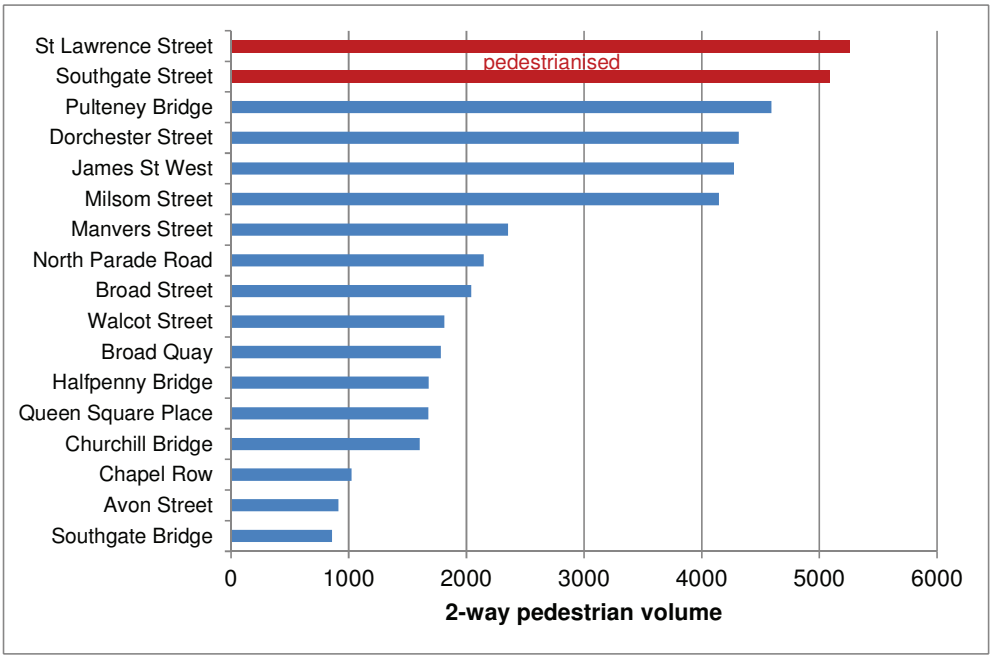
In 2001, approximately 24,000 people lived and worked in Bath (excluding those that worked at home), of which over 8,400 walked to work (35%). Figure 8.2 shows that the majority of wards in the city had over 400 people walking to work, with all wards having over 200 people walking to work.

Figure 8.2: Mode Share to Work in Bath from Bath Wards



A count of a city centre cordon shows very high pedestrian numbers on the main links to/from the centre, during the lunch time and evening peak periods. The volumes shown are two-way totals for the surveyed hours of 13:00-15:00 and 16:00-18:00, based on counts undertaken on weekdays in March 2011.

Figure 8.3: Pedestrian Counts



8.3 Existing Provision for Pedestrians

In the retail heart of the city, there are pedestrianised areas catering for very large numbers on foot but these are intertwined with or crossed by trafficked routes, giving a lack of consistency for those walking. Other routes carry large volumes of both pedestrians and traffic, such as James Street West, but this is not in itself a problem if suitable pedestrian facilities and crossings are provided.

In some areas the perception is that the car dominates, either due to traffic volumes and congestion such as on George Street / Gay Street, or because of the width of the road or adjacent parking areas, such as around Laura Place on Great Pulteney Street.





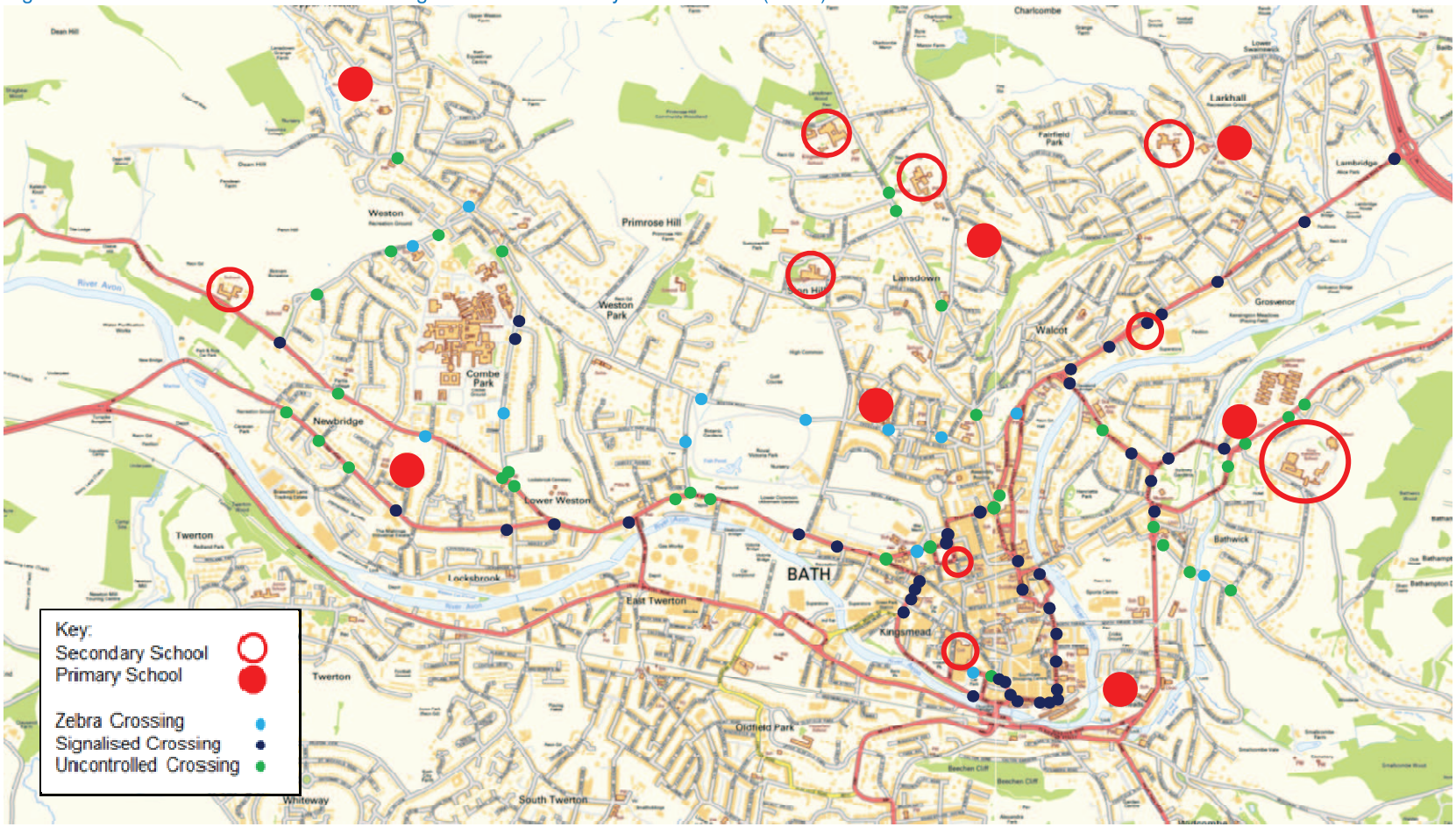
A review of the pedestrian crossings on each of the key routes in Bath reveals that there does generally seem to be adequate provision of such facilities, both in the centre and on the routes to the centre from the surrounding residential areas (Figure 8.4 and Figure 8.5). The locations of the secondary schools and colleges are also highlighted.

However, there may be exceptions at individual locations which generate a perception of poor pedestrian amenities, such as at the corner of Gay Street and George Street.

Another example of where traffic is given priority over pedestrians is at the Churchill Bridge gyratory where the A367 meets the A36. Large numbers of pedestrians walk to the centre from Wells Road and Holloway but have to use the subway and long ramps where there is the potential for a direct surface route through the railway arches. The gyratory also experiences traffic congestion, with long queues on the eastbound approach from Lower Bristol Road in the morning peak in particular. It should be possible to improve conditions for both pedestrians and vehicles, through a carefully designed and assessed traffic management scheme, such as signalisation of part or all of the gyratory.

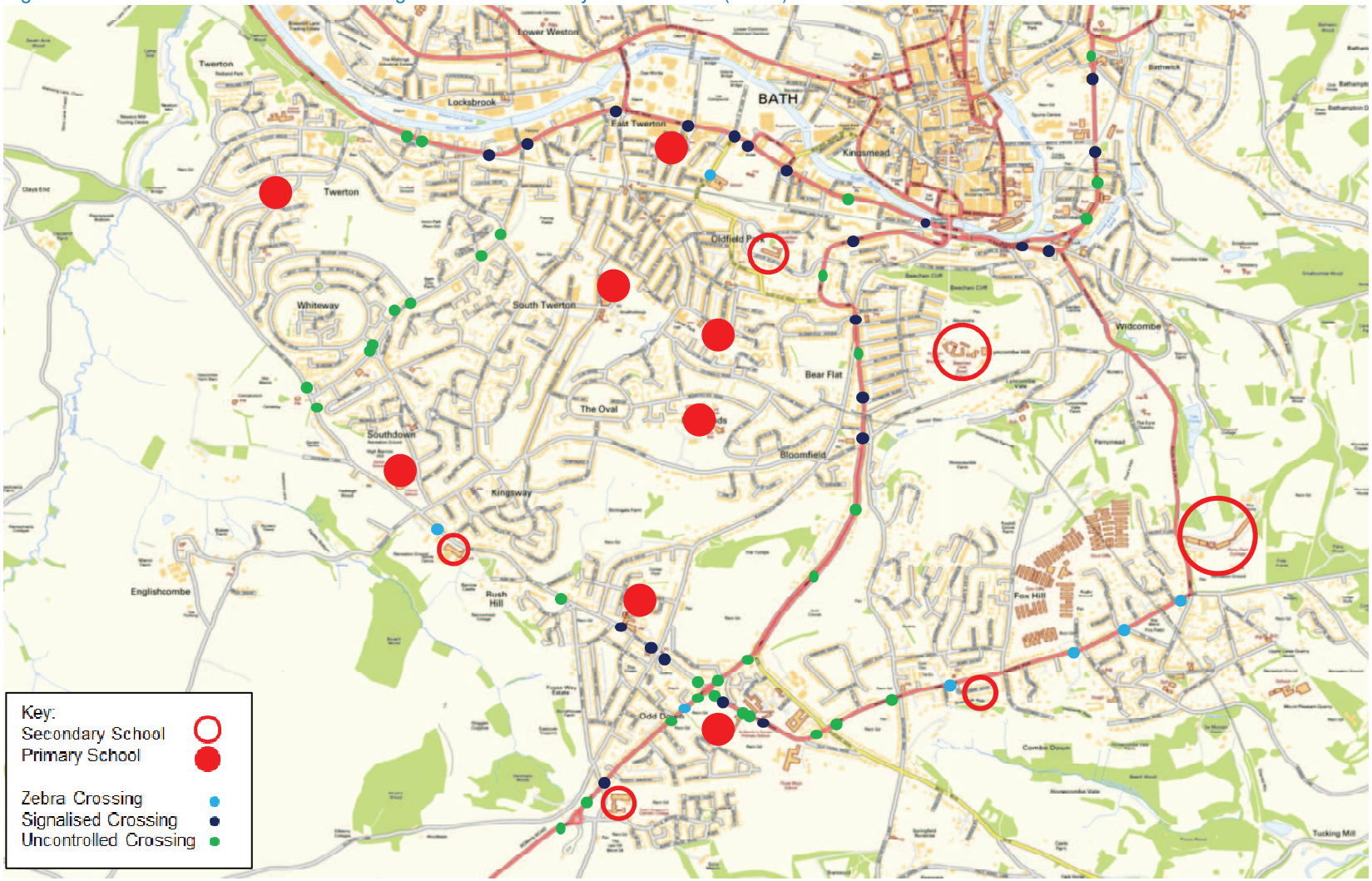
Access to the bus and rail stations has recently been improved but the numerous signalised crossings give the impression that car is still dominant, rather than that of a pedestrian-friendly environment. Signalised crossings are not always the best solution to improve pedestrian facilities, particularly where traffic volumes are relatively low: use of shared spaces or other features such as road narrowing may be more appropriate at such locations. Any potential changes would need to be assessed in light of the actual traffic volumes on Dorchester Street, taking into account existing or proposed restrictions to through traffic movements.

Figure 8.4: Location of Pedestrian Crossing Facilities on the City's Main Roads (North)



Source: MM analysis

Figure 8.5: Location of Pedestrian Crossing Facilities on the City's Main Roads (South)



Source: MM analysis

8.4 Public Realm and Movement Strategy (PRMS)

The Public Realm and Movement Strategy (B&NES Council, City ID and AGA, July 2010) provides the context for improvements to the infrastructure and function of streets and public spaces. It includes four aims:

- To provide a public realm and movement framework that helps to reinvigorate levels of social activity within the city's streets and spaces;
- To provide the basis for a refashioned public realm that reflects the unique values and essence of the city;
- To raise the quality of the public realm, and streetscape to a level commensurate with World Heritage Site Status; and
- To develop a walkable city that is engaging, distinctive and well connected.

The PRMS reviewed the fabric of the city's walking opportunities and the role that they play in providing the sense of place for Bath. Public realm values include the concept of a walkable city, one which is connected, compact and legible i.e. where walking is an effective means of movement and one that is available for a wide range of journeys. This is supported by providing adequate space for people to walk, identifying appropriate routes and enabling social interaction with formal and informal settings. This addresses the objective of transforming the public realm and movement system to revitalise the city commensurate with its status as a World Heritage Site. It also supports the economic, social and cultural wellbeing of the city's communities, businesses and institutions and provides the basis for a sustainable lifestyle, personal health and wellbeing.

There is an emphasis in the PRMS on reanimating the city centre with the identification of spaces which could be improved, including the riverscape, with improved and new infrastructure and landscaping while reducing the impact of vehicle movements. Walking is the essence of the PRMS with a scale and quality that reflects people rather than traffic and the social interaction that walking achieves. The PRMS also defined the hierarchy of the city centre streets.

The first phase of work has been completed on the High Street, together with a new system to improve the legibility of the city centre on foot:



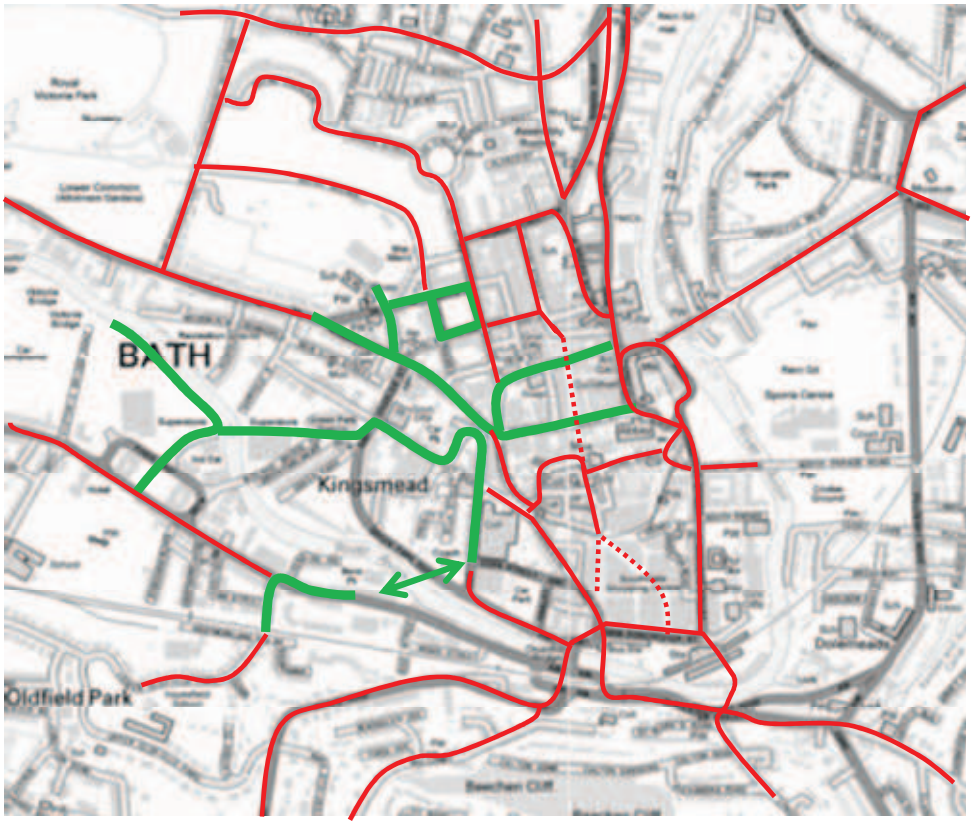


Further public realm improvements are planned subject to funding opportunities. Whilst these are welcome in the city's retail and historic centre, it is important that new routes and better streets can be also be achieved throughout the city, particularly in relation to regeneration sites.

8.5 Proposed Priorities of Pedestrian Improvements

Based on the above and Enterprise Area proposals, the following priority areas have been identified for pedestrian improvements based solely on addressing transport issues:

Figure 8.6: Plan of Key Walking Routes



Key:

key routes	
proposed prioritised improvement	
existing pedestrianisation	

8.5.1 Improve East-west Connections in the City Centre

In the city centre there is a well-defined north-south pedestrian spine but this is not the case for east-west movements. A potential public realm scheme has been identified for Westgate Street and Cheap Street which would provide a good route from the High Street to Monmouth Street and Kingsmead Square; improvements for the latter are already in hand as part of the Cycle Ambition scheme. James St West has

very high pedestrian flows (Figure 8.3), therefore an improved route from here to the centre would give large benefits.

If the public realm scheme included traffic restrictions, such as the 10:00-18:00 traffic ban on High Street, by implication traffic would also be removed from Saw Close and Upper Borough Walls, as these form part of a one-way loop with Westgate Street. This would also enable Saw Close car park to be closed (only 24 spaces) and the site redeveloped. It should be noted that the one-way system already has on-street parking restrictions for most of its length (double yellow and single yellow lines) so is used by very low traffic volumes anyway. Therefore, making the change to removing traffic altogether should not be as controversial as for other well-trafficked routes. However, it is recognised that access may need to be retained for the Royal National Hospital for Rheumatic Diseases located on Upper Borough Walls.

Restricted access to Upper Borough Walls would further improve east-west links, with or without public realm improvements on this street.

Such east-west improvements would cross the main north-south pedestrian route from Stall St to Union St and improve access to all of the retail areas contained within the Cheap Street, Westgate, Upper Borough Walls loop. They would also improve the setting of the Abbey and access to the Roman Baths and Pump Room from Terrace Walk. Another potential benefit would be reduced congestion at the High Street signals, with less traffic passing through this area.

8.5.2 Improve East-west Connections to Bath Riverside

Good links between the city centre and Bath Riverside and Green Park EA sites to the east will be essential with the planned development of these sites.

A riverside path is available from Bath Riverside but it is not attractive as it runs next to the DIY superstore car park from where the pedestrian links through the Green Park Station area are very poor. The route is through Sainsburys car park and then through the Green Park Station building but it is understood that this is not a public right of way and it is not open 24 hours/day. Currently it is not clear that there is an alternative route to the north of the Station but in any case this route is away from the natural desire line.

There is also a need to improve the route from Green Park Station to Lower Bristol Road – it currently runs through the DIY superstore car park and around the Pinesway gyratory, although most pedestrians take the direct route across the main Bath Riverside access and through the petrol station. The alternative route is via Midland Bridge Road but this is not attractive as it is dominated by traffic.

Therefore, clear and direct high quality pedestrian routes need to be created as part of the development proposals for these sites and the potential removal of the Pinesway gyratory.

8.5.3 Improve River Crossings

It is understood that a new pedestrian/cycle bridge is proposed as part of the Bath South Quays EA development. Whilst this will obviously improve accessibility to the site itself, the opportunity should be taken to incorporate the bridge into the wider pedestrian network and provide a more attractive route from the residential areas south of Lower Bristol Road, such as Oldfield Park.

As part of the BWR development, improved pedestrian/cycle river crossings are already being provided. Again the opportunity should be taken to maximise the benefits of this new investment by ensuring that routes link into a coherent and complete high quality pedestrian network in the local area.

8.5.4 Improve Route to Charlotte Street Car Park

With reduced off-street parking in the city centre and further relocation of long stay parking to Park & Ride, greater use of Charlotte Street car park for short stay is proposed. The routes from this car park into the city centre via both Monmouth Place and Queen Square should be improved. This should be possible to achieve with modest improvements along Monmouth Place/Street by widening footways and addressing specific pedestrian pinch points. This route would then link into the proposed improvements on Westgate/Cheap Street to give a good route between Upper Bristol Road and the city centre.

A potential public realm scheme for Queen Square would also improve the route from Charlotte Street to Milsom Street and the northern part of the main retail area. Therefore, it is recommended that traffic management measures to remove or reduce traffic levels on two sides of Queen Square are investigated further, as part of a public realm scheme, whilst taking into account the need to minimise the impact on overall capacity for through traffic.

8.5.5 20 mph Limits in Residential Areas

The Council has made a commitment to provide 20 mph speed limits in residential areas in Bath. This should be a good way of improving the perception of walking as a safe way of travelling, particularly for children. However, 20mph speed limits are much more effective if 20mph 'zones' are created with speed-reducing features, such as raised tables and carriageway narrowing which can also provide suitable crossing points (formal signalised or Zebra crossings are not always required, particularly with low speeds).

Other measures could include footway widening to increase separation of pedestrians and vehicles. Alternatively, on-street parking can be retained or introduced to reduce vehicle speeds and provide a buffer between vehicles and pedestrians.

Therefore, as part of plans for 20mph speed limits it is recommended that the opportunity to create 20mph zones is reviewed, with speed reducing features introduced on the routes considered to be a priority for walking and/or road safety.

8.5.6 Progressing Pedestrian Schemes

The areas described above have been identified as having priority for pedestrian improvements. However, other issues need to be considered when progressing the schemes including:

- Linking with traffic management proposals and possible changes to parking arrangements, to help reduce traffic levels in the city centre;
- Identifying areas which are a priority for improving air quality, and if traffic management measures could help in this regard;
- The timescale for development proposals coming forward.

All of the above should be considered as part of a comprehensive Traffic Management Plan for the city centre as a whole.

9. Parking

9.1 Key Issues

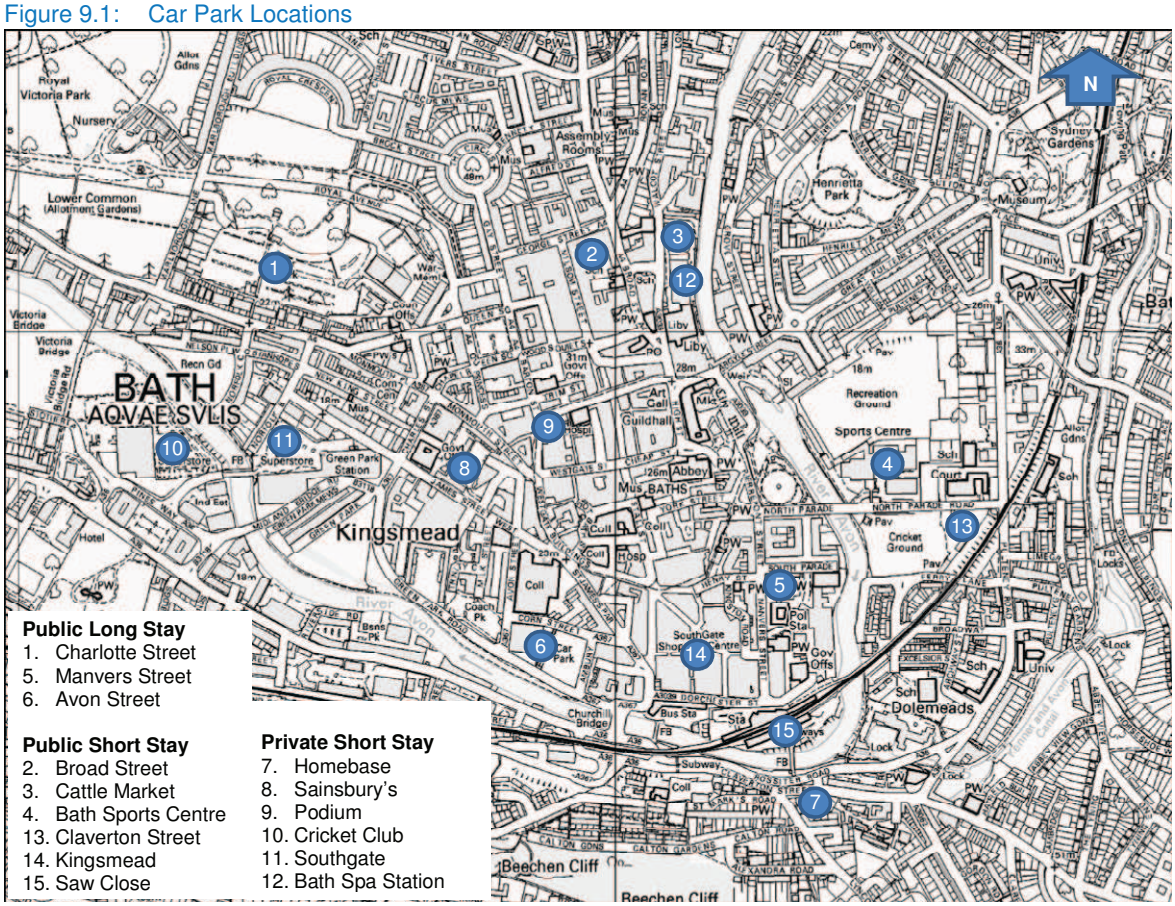
- What are the existing car park occupancy rates?
- Is the current public parking supply appropriate in relation to demand?
- How can parking supply and demand be adjusted as part of a wider strategy?
- What is the journey purpose of users?
- What are the origins of users?
- Have car users other travel options available?
- What are user views of the parking options available?

Parking is a contentious issue with many facets: residential parking availability, parking at the workplace, public car parks for commuters, shoppers and visitors, Park and Ride and parking standards for new developments. All are linked but it is clear that there are limits on the space that is or could be made available for parking. The availability and cost of parking are major determinants of whether or not a car is used for a particular journey.

9.2 Existing Parking Provision and Demand

Figure 9.1 shows the location of all off-street car parks within the city centre, with details of the different types of parking available in Bath provided below, showing capacity and charging tariff. Charges generally apply Monday to Sunday 08:00 to 20:00.

Figure 9.1: Car Park Locations



Source: B&NES

Table 9.1: Short Stay Parking and Pricing in the City Centre

Car Park	No. of Spaces	1 Hour	2 Hours	3 Hours	4 Hours
Sports & Leisure Centre	134	£1.60	£3.10	£4.30	£5.40
Kingsmead Square	90	£1.60	£3.10	£4.30	£5.40
Broad Street	51	£1.60	£3.10	£4.30	£5.40
Cattle Market	40	£1.60	£3.10	£4.30	£5.40
Saw Close	24	£1.60	£3.10	£4.30	£5.40
Claverton Street	11	£1.60	£3.10	--	--
Henrietta Street	On-street	--	£2.50	--	£4.90
Royal Avenue	On-street	--	£2.50	--	£4.90
Royal Victoria Park	On-street	£1.00	£2.00	£3.00	£4.00
Podium Shopping Centre*	550	--	--		£5.50
SouthGate* (see Note 1)	876	--	£3.30	£4.50	£5.50

*Not managed by B&NES.

Note 1: SouthGate has 140 spaces dedicated for rail users. It also accommodates long stay users: £8.00 for 6 hours, £10.00 for 8 hours and £13.00 for 24 hours. In addition, evening stays cost £2.00 and overnight stays cost £5.00.

Source: http://visitbath.co.uk/travel-and-maps/parking-in-bath; http://www.bathnes.gov.uk/services/parking-and-travel/carparking/parking-bath ; http://en.parkopedia.co.uk/parking/

Table 9.2: Long Stay Parking and Pricing in the City Centre – Council Controlled

Long Stay Car Park	No. of Spaces	2 Hours	3 Hours	4 hours	6 Hours	8 Hours	10 Hours	12 Hours
Charlotte Street	1,075	--	--	£5.40	£6.40	--	--	£8.50
Avon Street	512	£3.10	£4.30	£5.40	£7.40	£9.90	--	£12.50
Manvers Street	161	£3.10	£4.30	£5.40	£7.40	£9.90	--	£12.50
Marlborough Lane		--	--	£4.90	£7.20	--	£9.50	--

Source: http://visitbath.co.uk/travel-and-maps/parking-in-bath; http://www.bathnes.gov.uk/services/parking-and-travel/carparking/parking-bath

Table 9.3: Long Stay Parking and Pricing – Non-Council Controlled

Long Stay Car Parks (not B&NES)	No. of Spaces	Pricing
Bath Cricket Club	150	2 hours £3.10, 4 hours £5.80, 8 hours £10.80, 24 hours £15.00, overnight £3.00
Bath Spa Rail Station	359	Mon-Fri £10.10, Sat/Sun £6.90, weekly £50.50
University of Bath Mon-Sat	100	£1.00 per hour, max 6 hours
University of Bath Saturdays only	600	£1.00 per hour, £1.50 per 90 minutes, £2.00 flat rate
Royal United Hospital		20 mins free, 30 mins £1.00, 2 hours £3.00, 4 hours £4.00, 8 hours £6.00

Source: http://en.parkopedia.co.uk/parking/, http://www.bathcricket.com/about-bath-cricket-club/Car-park

Table 9.4: Bath Multiple Day Parking Prices

Multiple Day Stay Car Parks	2 Days	3 Days	4 Days	5 Days	6 Days	7 Days
Avon Street	£25.00	£37.50	£50.00	£62.50	£75.00	£87.50
Charlotte Street	£17.00	£25.50	£34.00	£42.50	£51.00	£59.50
Manvers Street	£25.00	£37.50	£50.00	£62.50	£75.00	£87.50

Source: http://www.bathnes.gov.uk/services/parking-and-travel/car-parking/parking-bath

Table 9.5: Bath On-Street Parking Charges

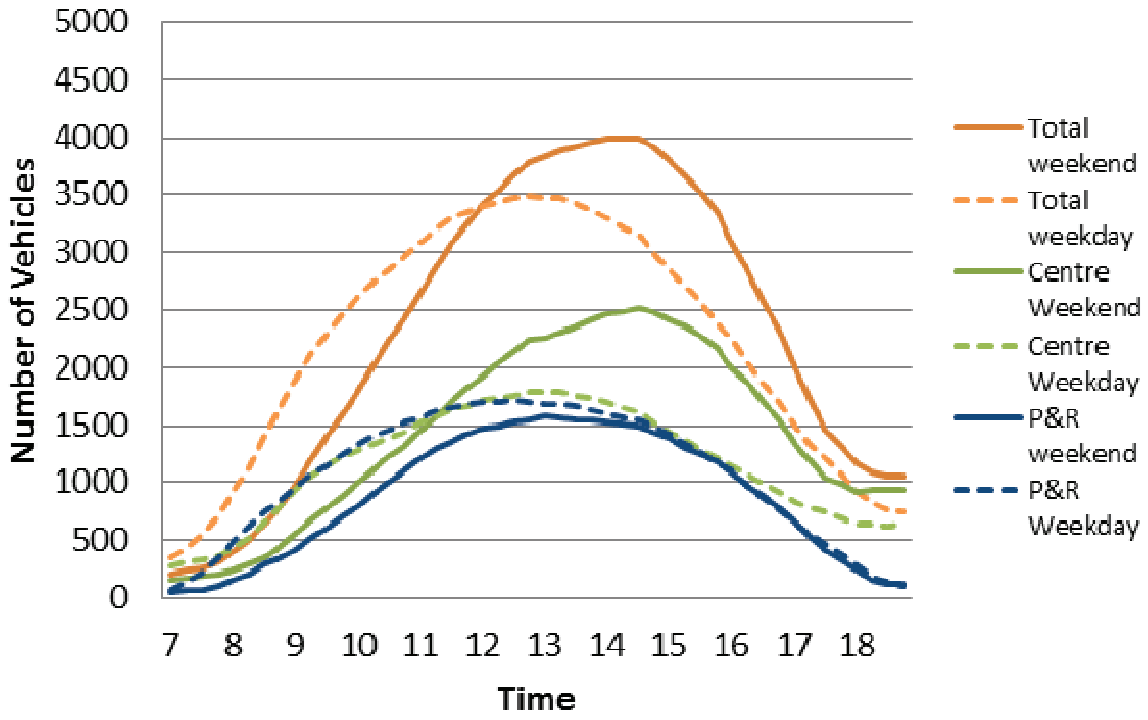
On-Street	Price 30 minutes	Price 1 hour	Price 1 hour 30 minutes	Price 2 hours
Inner Central Zone	£1.50	£2.90	--	--
Outer Central Zone	£1.30	£2.40	£3.10	£3.70

Source: http://www.bathnes.gov.uk/services/parking-and-travel/car-parking/parking-bath

In total the Council controls 2,098 off-street parking spaces in the city centre, comprising 350 short stay and 1,748 long stay spaces. The total provision of off-street parking increases to 3,674 spaces with the inclusion of the non-council car parks at Podium, Southgate and the Cricket Club. 140 spaces at Southgate are reserved for Bath Spa rail users, with a further 359 spaces at the station itself.

Surveys in November 2011 recorded the occupancy levels throughout a weekday and Saturday at all of the Council run car parks in the city centre (total capacity of 2,628 spaces) and at the Park & Ride sites (capacity of 1,978 spaces at that time). Taking all car parks together, the city centre was nearly at capacity on a Saturday (96%), whilst the P&R sites were busier on weekdays (87% of capacity). Taking the total for the city centre and P&R, 87% of capacity was used on a Saturday and 76% on a weekday (note that the P&R capacity was before the recent expansion of the P&R sites at Lansdown and Odd Down).

Figure 9.2: 2011 City Centre and P&R Occupancy



Source: Car park surveys November 2011

Data are now available from the recently installed car park management system. On a Saturday in November 2013 the city centre car parks were at capacity, with P&R operating at around 63% of capacity (which includes the additional spaces at Lansdown and Odd Down). On a Friday, both city centre and P&R car parks were operating at around 75% of capacity. However, the Newbridge P&R site was close to capacity on both Friday and Saturday demonstrating the need for its expansion. The majority of spare capacity in the city centre on Friday was at the Charlotte Street and Avon Street car parks.

9.3 Origins of Parking Trips

In 2009, detailed surveys of use of all car parks were undertaken, including interviews with drivers to understand the characteristics of trips using city centre and P&R car parks.

The origins of weekday users of the city centre car parks are shown in Figure 9.3 for the local area and Figure 9.4 for the wider area.

Figure 9.3: Origins of City Centre Car Park Trips in Local Area

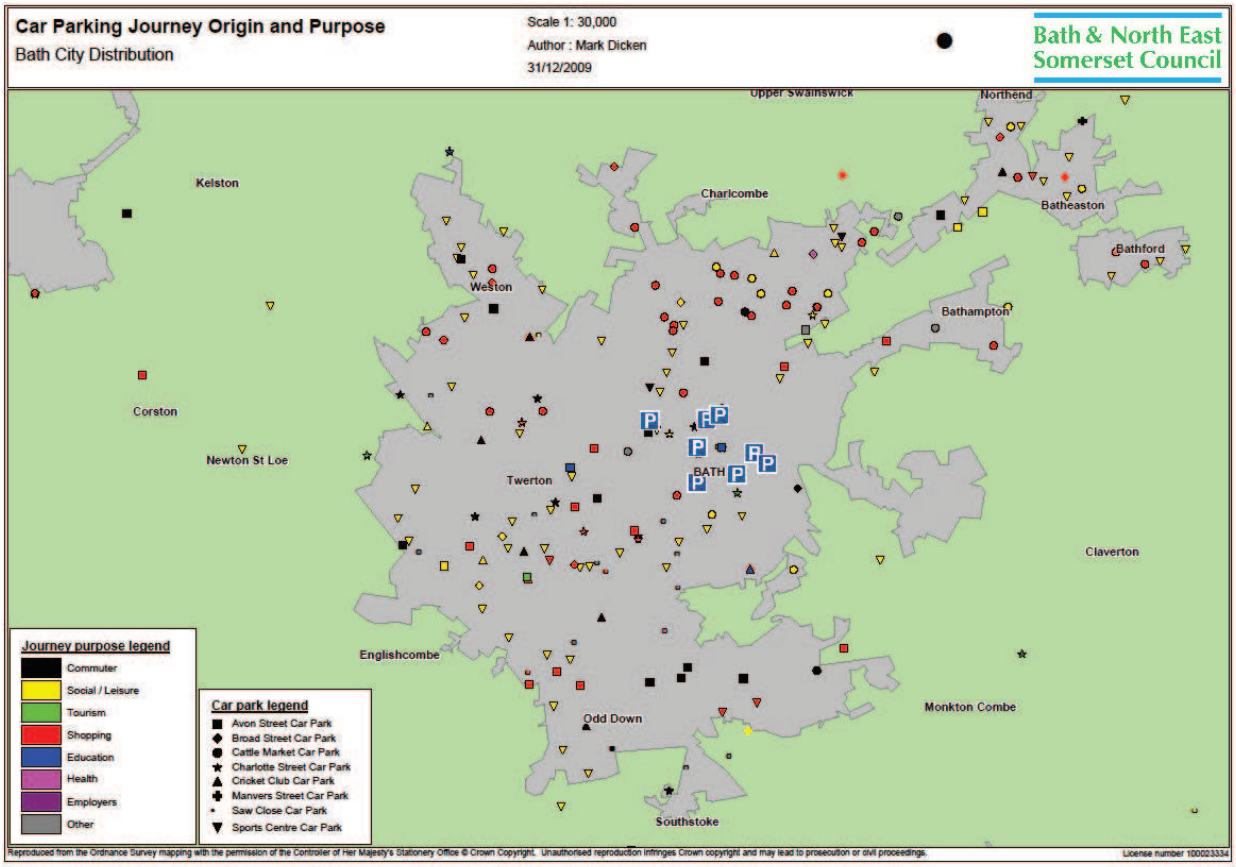
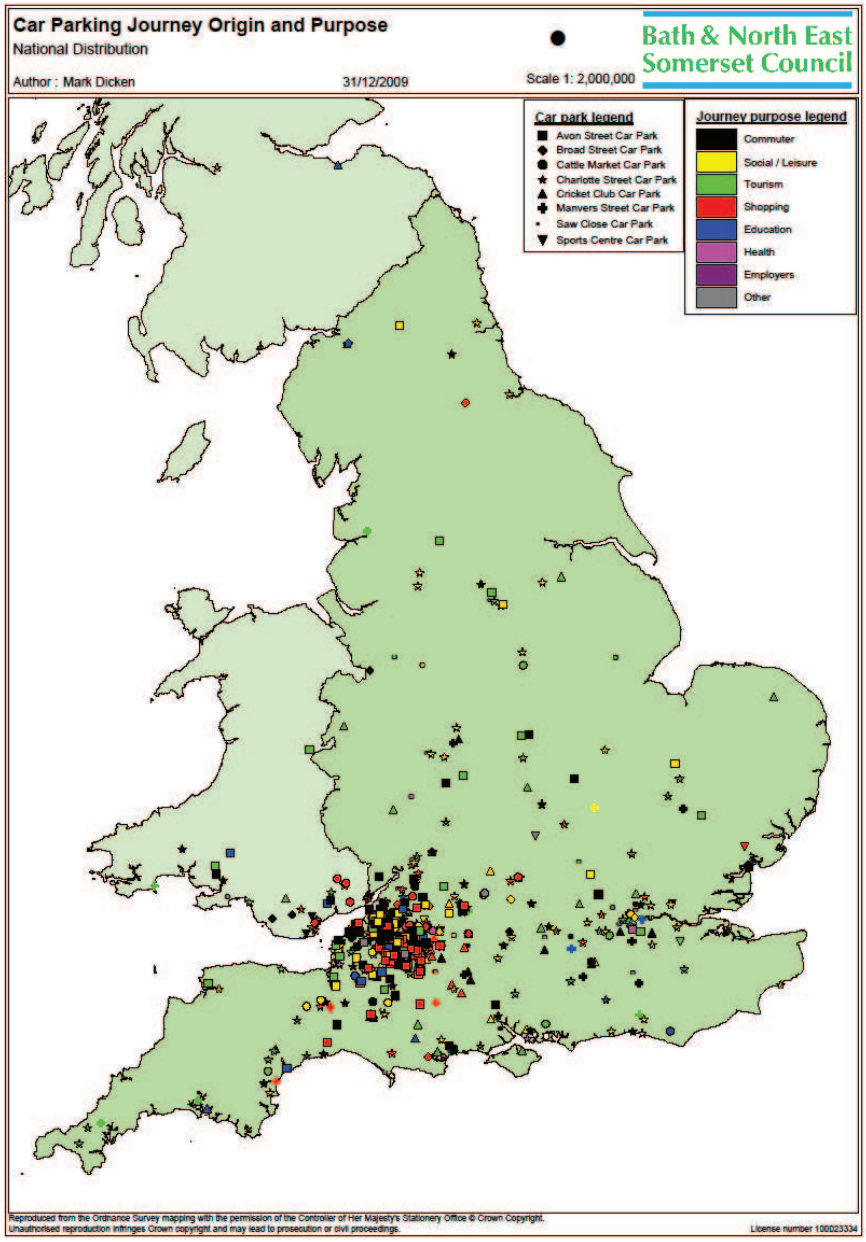


Figure 9.4: Origins of City Centre Car Park Trips over Wider Area



9.4 Views on Parking

The Bath Parking Survey (2012) provided the views of over 5,000 residents and nearly 350 businesses and organisations.

From the residents' responses, 77% agreed that P&R should be expanded, with 6% disagreeing (the remainder being neutral).

For businesses and organisations, views expressed were wide-ranging with support for stronger enforcement but also for more spaces and better management of the spaces available. However, 87% stated that parking was not too expensive, 90% that parking capacity was sufficient but 10% that a business permit is needed for visitor use (*does not specify for what type parking).* 5% of respondents would like to see Park and Ride operate longer

Concerns regarding a lack of parking and the threat it poses to businesses primarily relate to a lack of *customer* parking; with 4% of businesses concerned that parking costs have driven away customers*,* 5% believing customers find it difficult to park and 3% believing a lack of parking will force business to move from Bath.

Regarding the Controlled Parking Zone (CPZ), most respondents (61%) agreed or strongly agreed that the CPZ improved the quality of parking availability and quality of life for residents. However, parking for visitors and members of the household was more problematic, particularly in the Central Zone. Overall, 40% stated that visitors could not park conveniently.

9.5 Future Demand for Parking

The increase in parking demand in the future has been estimated based on the predicted number of additional jobs and houses that will created in the city. The calculation of demand is outlined in the flow charts overleaf, based on estimating how many new residents will live and work in Bath, using the following data sources and assumptions:

- Around 7,000 new houses in Bath (Core Strategy)
- Around 7,000 net new jobs associated with the Enterprise Area (Council estimate)
- Average number of employed residents per house (2011 Census data)
- Proportion of residents who also work in Bath, split into residents of central area (Abbey and Kingsmead wards) and the rest of Bath (2011 Census data)
- Car mode share for trips to work in Bath, split into Central residents, rest of Bath and living outside Bath (2011 Census data)
- Proportion of employees who travel to work on an average day, allowing for holidays, sick leave, working from home or away from normal work base (assumption)

The calculations result in an estimate of total parking demand with all of the EA development in place of around 5,700 spaces.

Figure 9.5: Flow Chart of Estimate of Commuting Parking Demand

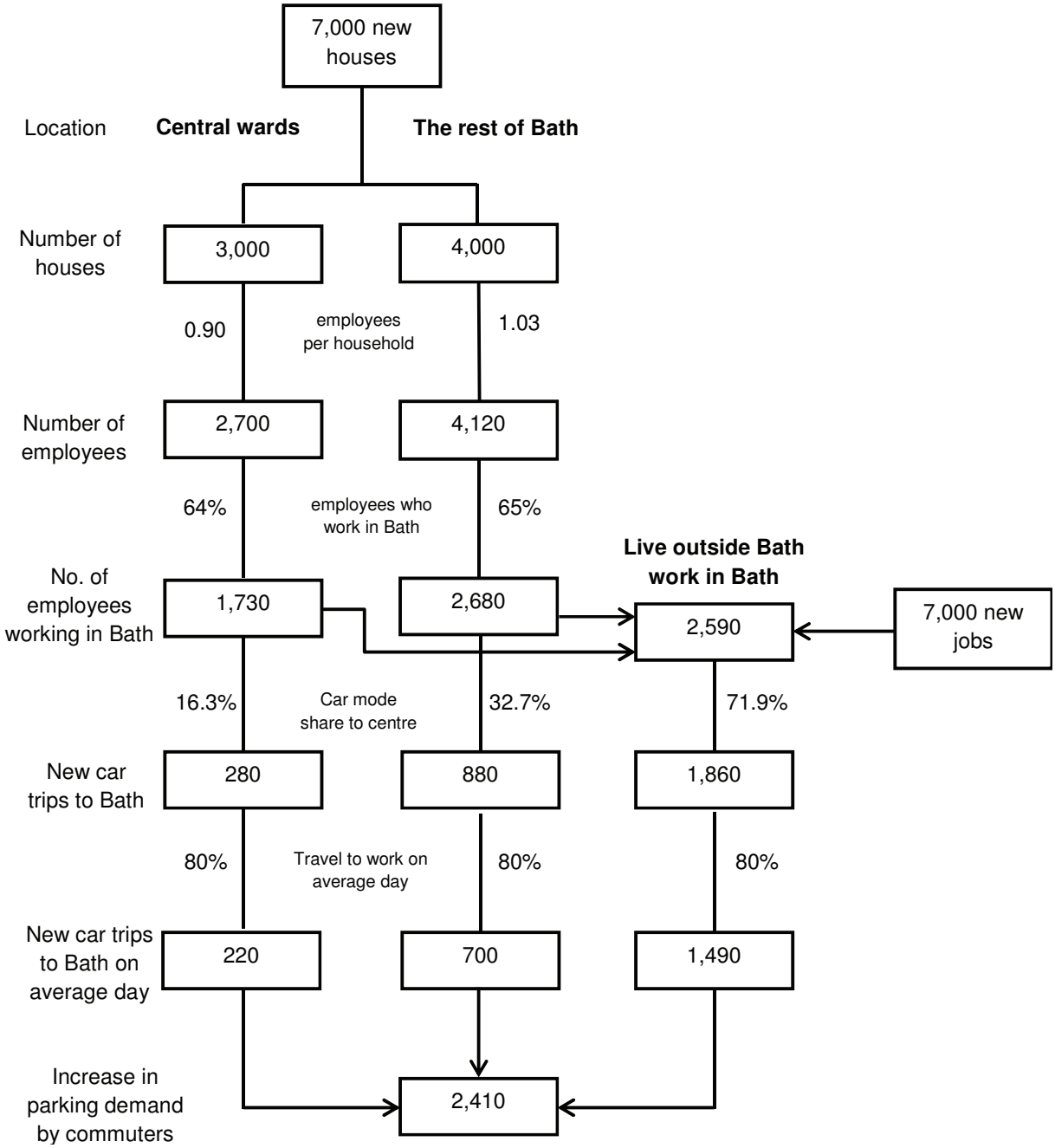


Figure 9.6: Flow Chart of Total Parking Demand Estimate

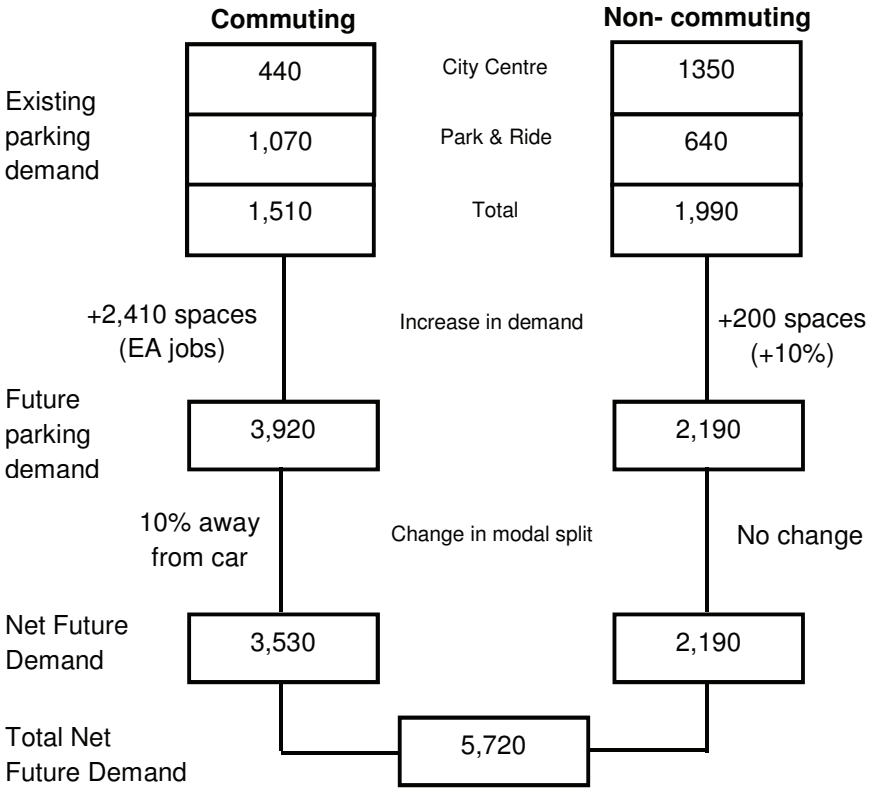


Table 9.6: Estimate of Non-Commuting Parking Demand (based on Peak Weekday Occupancy in November 2011)

Location	Commuter	Non-commuting	Total Occupied Spaces	Capacity
City Centre	439 (25%)	1346 (75%)	1785	2628
Park & Ride	1073 (63%)	643 (37%)	1716	1978
Total	1513	1988	3501	4608

With the planned expansion of the Newbridge P&R site, the total parking capacity will be around 5,480 spaces. However, as part of the planned redevelopment of sites for the Enterprise Area, it is likely that 860 city centre spaces will be lost (Avon Street, Manvers Street, Cattle Market and Saw Close), giving a future capacity of 4,620 spaces. When car parks approach 100% of capacity operational problems occur, as drivers have to search for a long time for a space resulting in congestion. Allowing for the car parks to be running at a maximum of 90% of capacity gives an operational capacity of around 4,160.

Therefore, there is a net shortfall of around 1,600 spaces to meet the estimated demand with the EA, which would increase to around 2,000 spaces if there is no change in mode split by commuting trips.

9.6 Parking Management

With the anticipated reduction in city centre off-street parking capacity, greater use of Park & Ride will need to be made and encouraged, particularly for those staying 3 hours or more. However, good provision for shorter stays should remain in the city centre, whilst aiming to reduce traffic levels in the centre itself. As such, it is proposed that use of Charlotte Street car park for short stay is encouraged (requiring a change to the charging structure, as it currently only has one rate for up to 4 hours).

All car trips into the city centre requiring parking could then be directed to the nearest car park on the edge of the centre, based on their incoming route:

- Southgate for trips from the south and east
- Podium for trips from the north
- Charlotte Street for trips from the west.

With the above system, the need for traffic to pass through and circulate around the city centre should be reduced. However, it is recognised that locals and regular visitors to Bath will make a decision on which car park to use based on several factors, including cost, likely number of free spaces, proximity to destination etc, rather than just their route into the centre. Nevertheless, other visitors and tourists are likely to follow directional signing, so the above strategy should help to reduce vehicle volumes circulating within the city centre.

The timing of the reductions in city centre off-street parking will be dictated by the EA development proposals and, for Avon Street, the proposed flood alleviation scheme. However, before any reductions can occur the Council needs to ensure that the remaining capacity is sufficient, particular on Saturdays, through greater use of P&R and provision of expanded P&R capacity.

9.7 Parking Standards for New Developments

Based on a review of existing parking standards and those adopted for similar developments in other locations, with PPG13 shown for comparison, the following parking standards are proposed for the Enterprise Area developments:

Table 9.7: Proposed EA Parking Standards

Land Use	B&NES	PPG13	Bristol Temple Quay	Proposed EA Standards
Retail (Non Food)	1 space per 20 sqm	1 space per 13 sqm	1 space per 20 sqm	1 space per 20 sqm
Retail (Food)	1 space per 14 sqm	1 space per 18 sqm	1 space per 14 sqm	1 space per 20 sqm
Office	1 space per 30 sqm	1 space per 30 sqm	1 space per 200 sqm	1 space per 200 sqm
Residential	1 bed - 1 space 2/3 beds - 2 spaces 4+ beds - 3 spaces per dwelling	1 space per dwelling	1 space per dwelling	0.7 space per dwelling* *As adopted for Bath Riverside

Note - residential standards exclude disabled and visitor spaces

10. Park and Ride

10.1 Key Issues

- What are the P&R occupancy rates?
- How does the pricing structure compare with city centre locations?
- What is the journey purpose of users?
- What are user views of the P&R service?
- Is it desirable and feasible to expand the existing sites: Newbridge (west), Lansdown (north), Odd Down (south)?
- Is a fourth P&R site to the east a means of reducing city centre traffic?
- What impacts might this have on other P&R sites?
- Is an appropriate site available and what are the environmental impacts?
- Is there scope for bus priority measures for P&R services?
- What are stakeholder views?

10.2 Existing Park and Ride Provision

Bath has an excellent P&R system that was awarded best P&R in the UK in the National Highways and Transport Survey 2013. The service is continually improved where possible, with Sunday operation introduced in September 2012. Details of the system are given below:

Newbridge P&R Service 21 operated by First
- 473 parking spaces (will be expanded to 721 spaces);
- Travel time 10 minutes;
- Mondays to Fridays first bus from P&R 0615, last bus from city centre 2030, every 15 minutes;
- Saturdays first bus from P&R 0615, last bus from city centre 2030 every 15 minutes before 0900 and after 1800, every 10 minutes between 0900 and 1800; and
- Sundays and most public holidays first bus from P&R 0930, last bus from city centre 1800, every 15 minutes.

Lansdown P&R Service 31 operated by First
- 878 parking spaces;
- Travel time 10 minutes;
- Mondays to Fridays first bus from P&R 0615, last bus from city centre 2030, every 15 minutes;
- Saturdays first bus from P&R 0615, last bus from city centre 2030 every 15 minutes; and
- Sundays and most public holidays first bus from P&R 0930, last bus from city centre 1800, every 15 minutes.

Odd Down P&R Service 41 operated by First
- 1,246 parking spaces;
- Travel time 10 minutes;
- Mondays to Fridays first bus from P&R 0615, last bus from city centre 2030, every 15 minutes until 0700 and after 1800, every 12 minutes between 0700 and 1800;

- Saturdays first bus from P&R 0615, last bus from city centre 2030 every 15 minutes before 0900 and after 1800, every 12 minutes between 0900 and 1800;
- Sundays and most public holidays first bus from P&R 0930, last bus from city centre 1800, every 15 minutes;
- Service 42 provides a separate route to the Royal United Hospital, running every 30 minutes from 0640-1900, Monday-Friday only.

10.3 P&R Pricing Structure

For all three sites, parking is free with fares of £3.20 return Mondays to Fridays and £2.50 return Saturdays, Sundays and public holidays. A ten single journey ticket is also available costing £13 and national concessionary scheme pass holders travel free after 0900.

This compares favourably to all day parking charges in the city centre, for example 6 hours in Charlotte Street car park costs £6.40 or £7.40 in the Avon Street or Manvers Street car parks, the latter rising to £9.90 for 8 hours' parking. For other car parks not managed by the Council, daily prices are comparable, for example £6.00 for 8 hours at the Royal United Hospital.

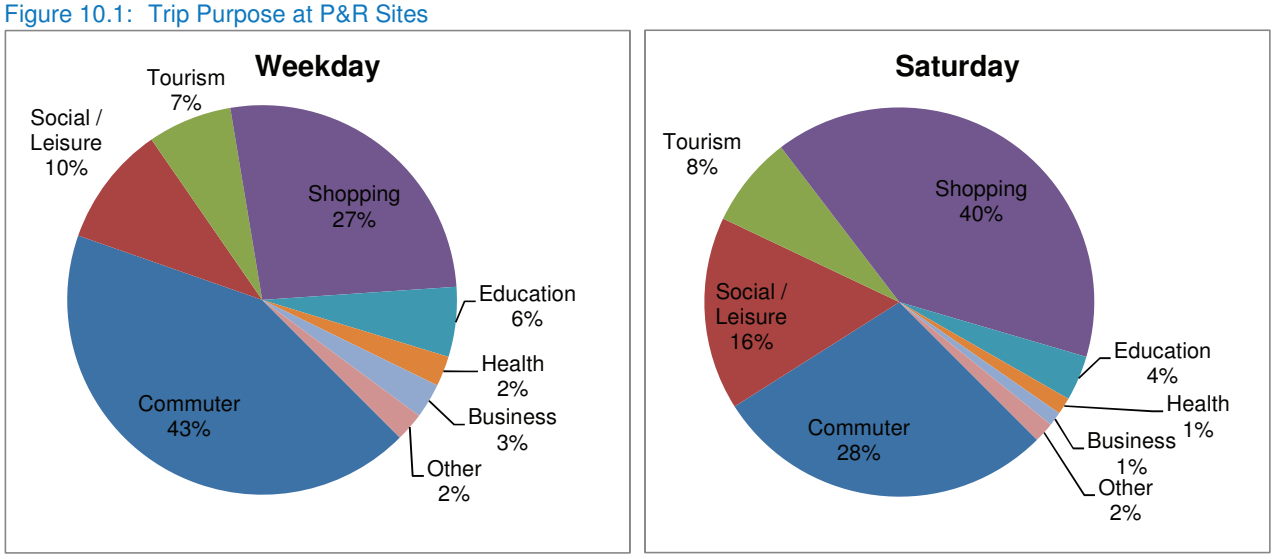
This price differential is important in helping to attract users to P&R although charging fares per person rather than per car means that prices are less attractive when there are one or more passengers in the vehicle.

10.4 P&R Journey Purpose

Journey purpose is shown in Figure 10.1 which suggests that nearly half of weekday users are commuters but that retail, leisure and tourism activities are also important determinants of P&R use. This has implications for the demand profile which avoids a pronounced peak that could be associated with commuters (i.e. before 0900). On Saturday there is still a significant demand by commuters but retail and leisure trips are much higher than on weekdays.

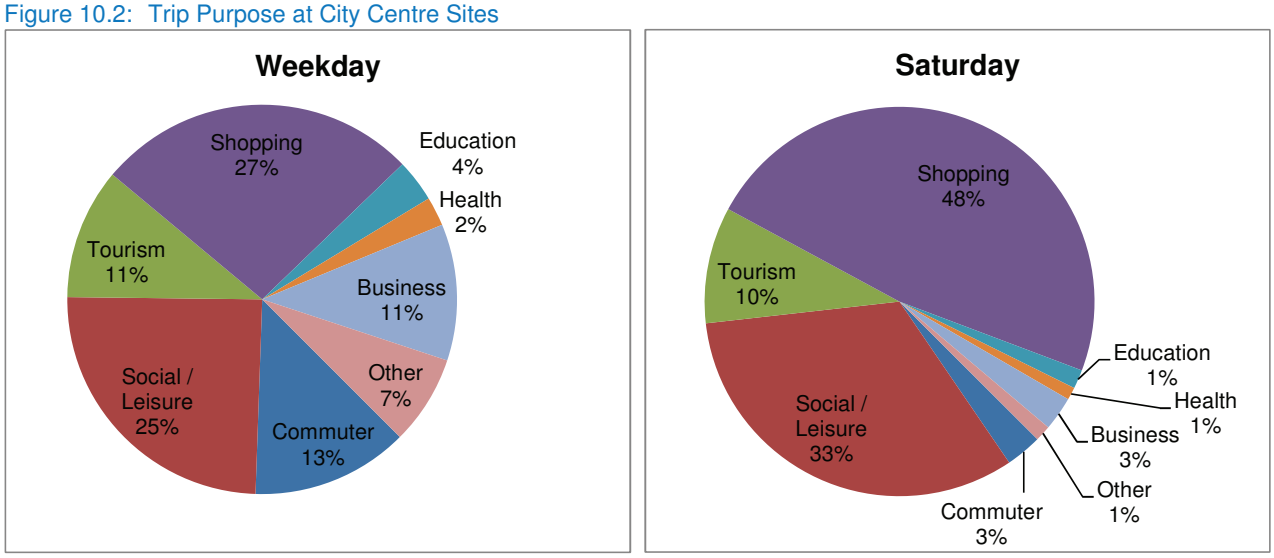
Data for the city centre car parks shows that the proportion of commuter trips is much lower than for Park & Ride, with corresponding increases in leisure and business trips.

Figure 10.1: Trip Purpose at P&R Sites



Source: 2009 interview surveys

Figure 10.2: Trip Purpose at City Centre Sites

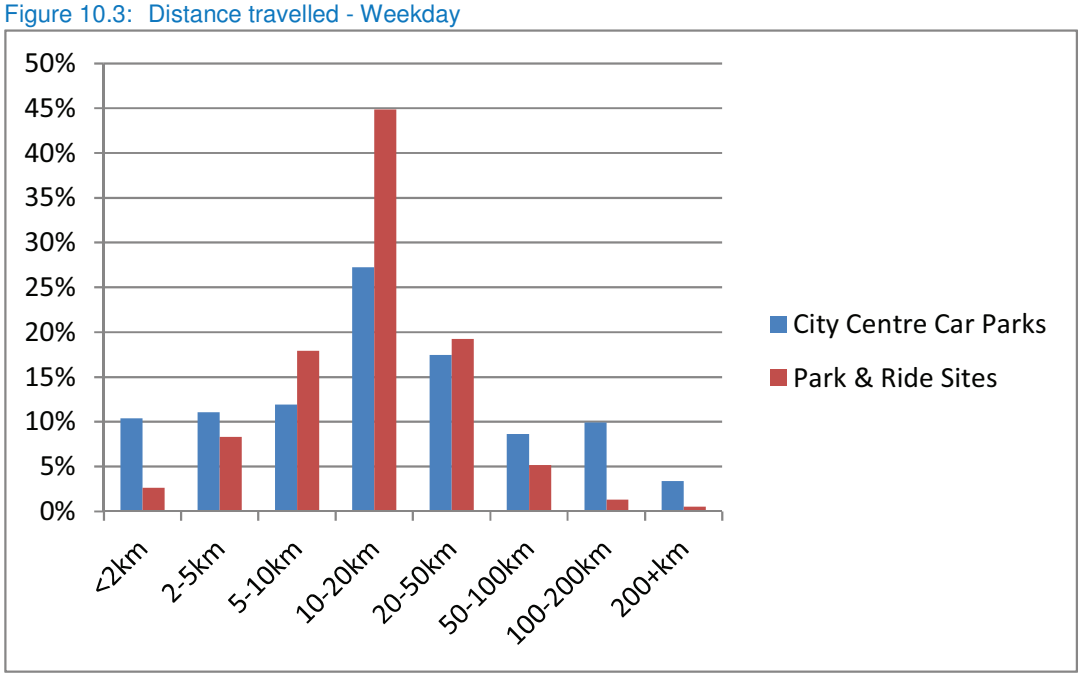


Source: 2009 interview surveys

10.5 Distance Travelled to Car Parks

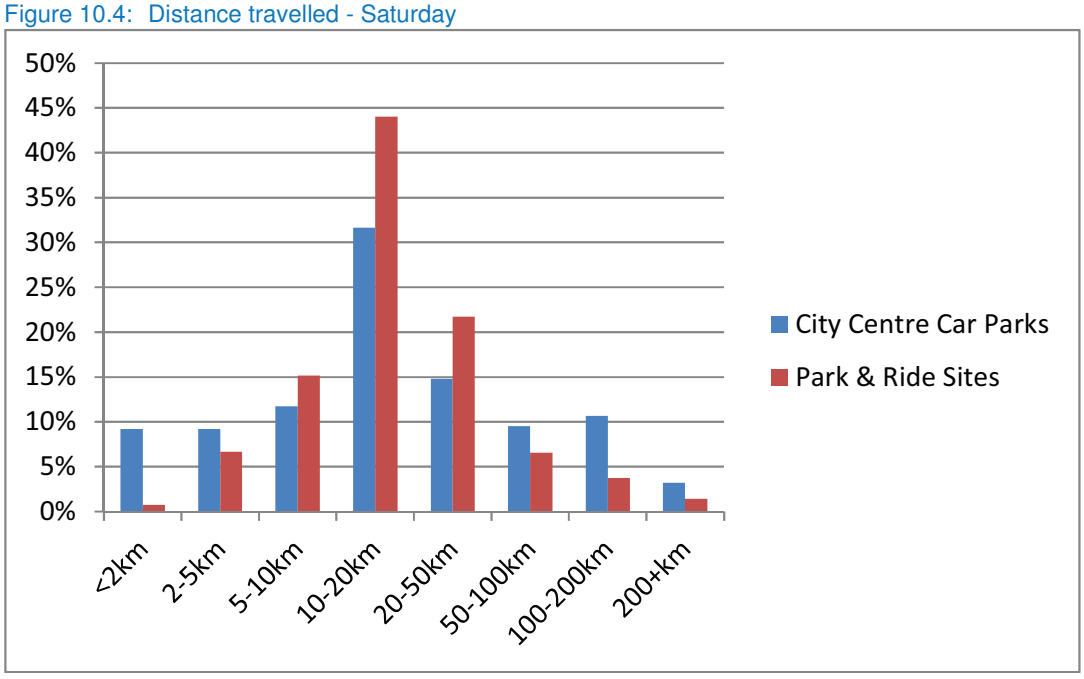
Nearly half of all P&R users travel 10-20km to the sites, with around 15% travelling 5-10km and around 20% travelling 20-50km. Comparison with city centre sites shows larger numbers travelling shorter distances to use these car parks, as expected, but those travelling over 50km comprise a higher proportion of city centre car park users in comparison to P&R. This could be partly explained by tourists and visitors who stay overnight in Bath and park in the centre, as they are unlikely to leave their vehicles at the P&R site (indeed it is discouraged by the operator as there is no security presence overnight).

Figure 10.3: Distance travelled - Weekday



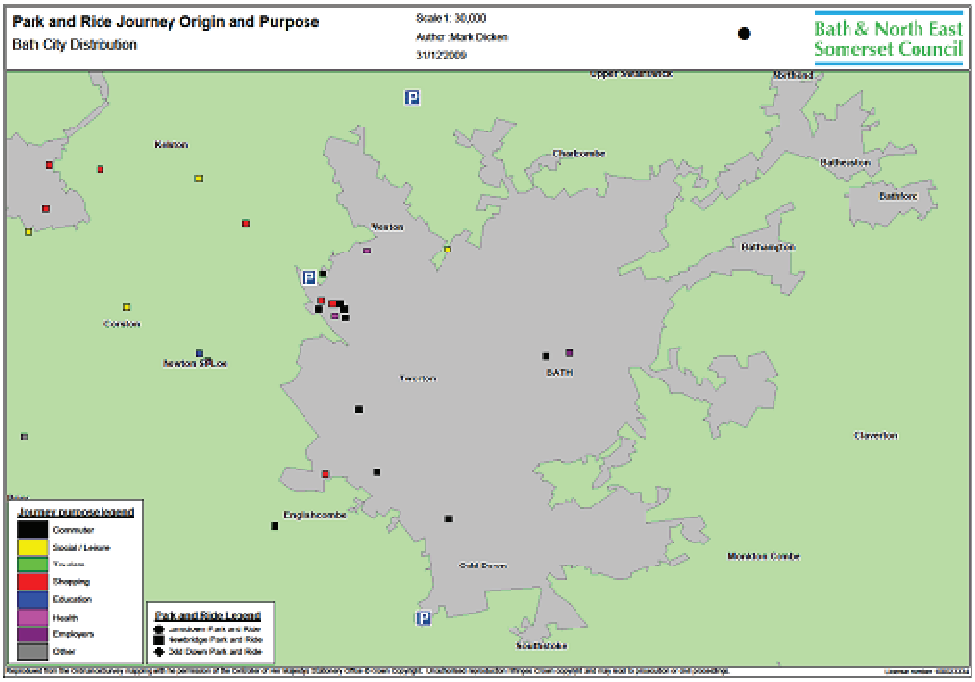
Source: 2009 interview surveys

Figure 10.4: Distance travelled - Saturday



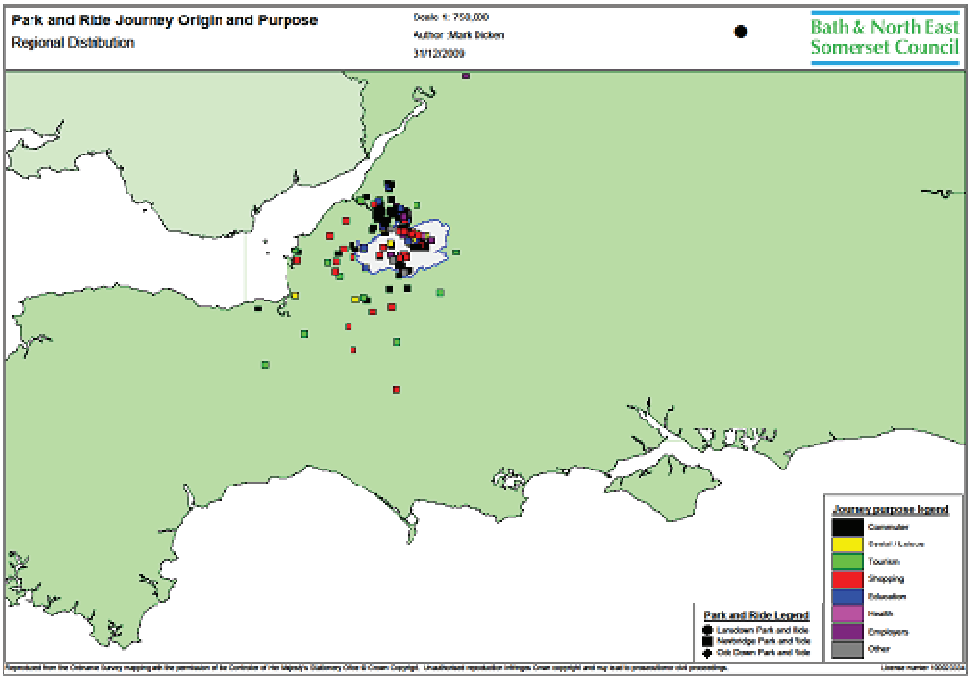
Source: 2009 interview surveys

Figure 10.5: Newbridge P&R User Origins



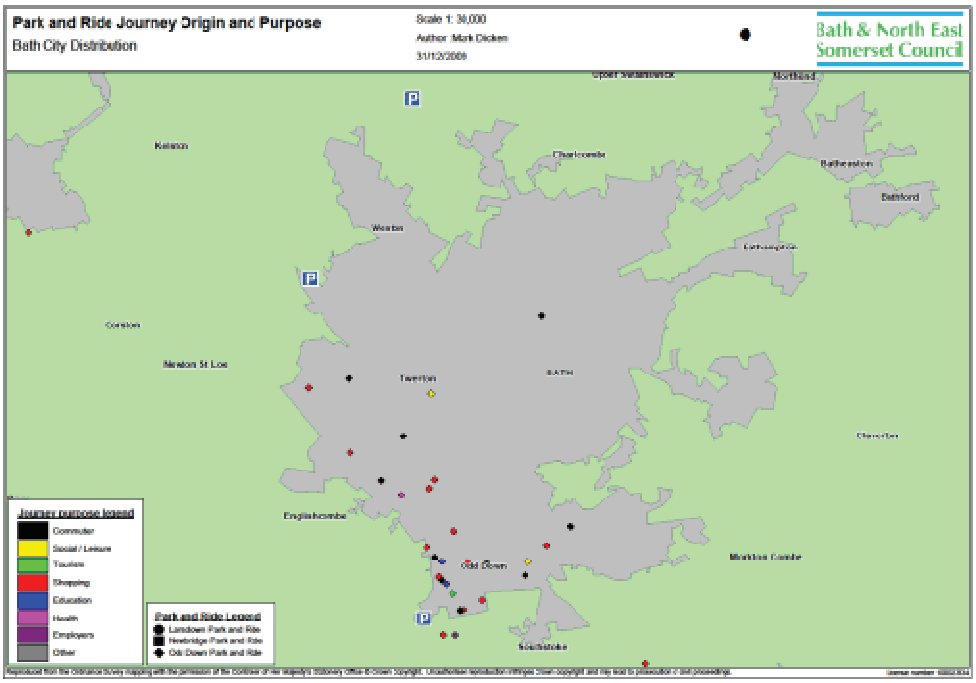
Source: 2009 interview surveys

Figure 10.6: Newbridge P&R User Origins



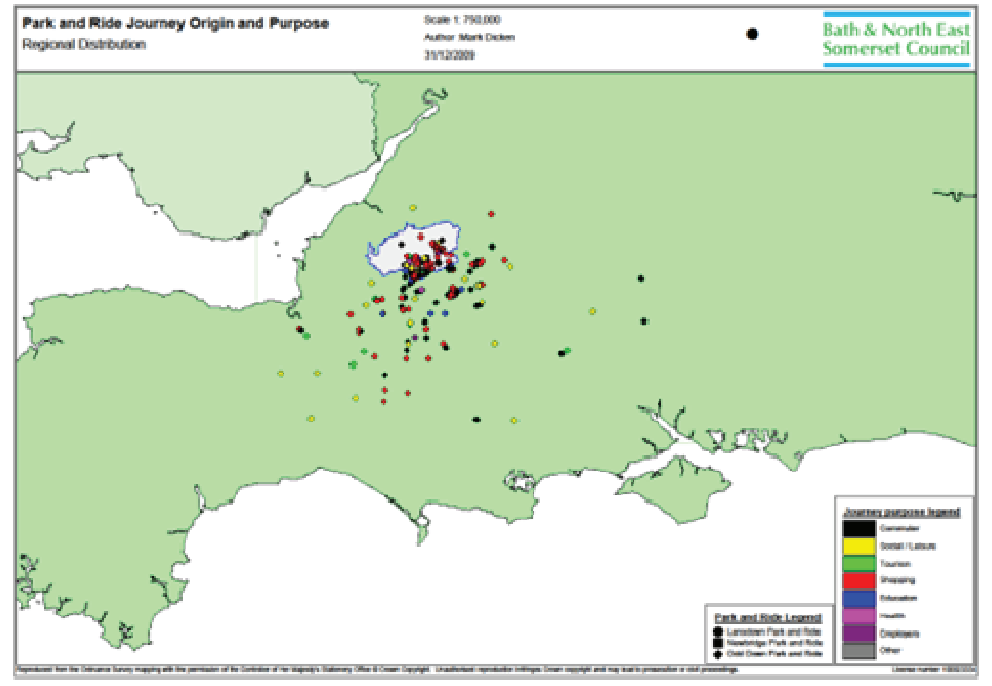
Source: 2009 interview surveys

Figure 10.7: Odd Down P&R User Origins



Source: 2009 interview surveys

Figure 10.8: Odd Down P&R User Origins



Source: 2009 interview surveys

Table 10.1: Newbridge P&R Duration of Stay

Duration (Weekday)	No. of Respondents	Per Cent of Total
1 hour	4	2
2 hours	17	7
3 hours	26	11
4 hours	33	14
5 hours	18	8
6 hours	26	11
7 hours	13	6
8 hours	63	27
9 hours	14	6
10 hours	6	3
11 hours	5	2
12 hours	5	2
Total	**230**	**100**

Source: 2009 interview surveys

10.6 Potential Park and Ride Opportunities

10.6.1 Expanding Existing P&R Sites

Respondents to the 2012 Bath Parking Survey indicated that 77% would be in favour of expanding Park and Ride with 6% disagreeing. The views of businesses and organisations were also obtained by the survey; 78% supported the expansion of Park and Ride and 8% were opposed.

The planned expansion of the Newbridge P&R site was delayed due to objections raised to the proposal on environmental grounds but the planning application was approved in November 2013. Recent evidence from the car park management system shows that there is little or no spare capacity at Newbridge, prior to the planned expansion.

Relocating long stay parking from the centre to park and ride is achievable. A site to the east would complete the picture, allowing people to choose not to drive into the centre and thus contribute to a better city environment. Data shows that many trips originate from the east and that some motorists choose to use the Park and Ride facilities at Odd Down and Lansdown in the absence of a facility to the east. A designated site will need to be adopted, enabling bus and/or rail links to serve the city centre. The three existing park and ride sites may need to be expanded further; planning consent has recently been granted for an expanded Newbridge facility. There may be scope to reassess journey patterns, for example providing separate Park and Ride services to the hospital (as the Odd Down P&R buses do) or other destinations, in addition to those serving the city centre.

10.6.2 P&R to the East of the City

Bath has a clear commitment to P&R as a measure to reduce traffic flows into the city centre with three established sites. These have had the effect of reducing traffic movements by around 2,000 cars in each direction daily. The total incoming traffic is estimated to be around 40,000 daily (based on 2013 Inner

Cordon traffic count) so P&R makes a valuable contribution to reducing traffic levels at critical times, enabling complementary measures to be introduced in the city centre.

As P&R parking capacity expands, it can be expected that parking supply in the centre will be reduced by a commensurate amount. This will enable car parks to be redeveloped for other uses and help to restrain demand for car use into the centre.

The data on current P&R users shows that some users originate to the east of the city. This suggests that a new site would appeal to them and that there would be some abstraction from the established sites. However, it is likely that any capacity freed up would be taken up by new users.

The levels of use of the three established P&R sites and the need to create more capacity has indicated that P&R is popular with users and effective in reducing traffic levels in the central area. This enables other measures to be considered in the city centre that will enhance mobility and help to preserve the historic core. A significant proportion of car journeys originate from the east side of the city and some currently divert to P&R sites at Odd Down and Lansdown as there is no available site to the east. The number of cars entering the city from the east is expected to increase over time as development takes place in the west Wiltshire towns for which Bath is an attractive destination. An additional P&R site to the east can be justified on this basis but is also important to enable growth in Bath, notably the Enterprise Area in which parking will be constrained. Here businesses and other activities will be accessed by walking, cycling and bus, integrated with the city centre and rail stations and journeys that would otherwise be made by car will be redirected to new P&R capacity.

A number of sites to the east of the city have been considered. There are inevitably constraints and environmental impacts associated with each of them but if the principle of Park and Ride is considered to be acceptable, then those impacts can be addressed through mitigation measures. From the transport point of view, Park and Ride should be located where it is visible from the radial route, have adequate space to accommodate demand with room for later expansion if needed and have suitable access arrangements for cars and buses. Landscaping measures can include screening with vegetation, careful lighting design, etc.

There are few opportunities to introduce bus lanes. However, there may be scope for priority measures at junctions, particularly if traffic volumes are reduced due to the diversion of cars to Park and Ride.

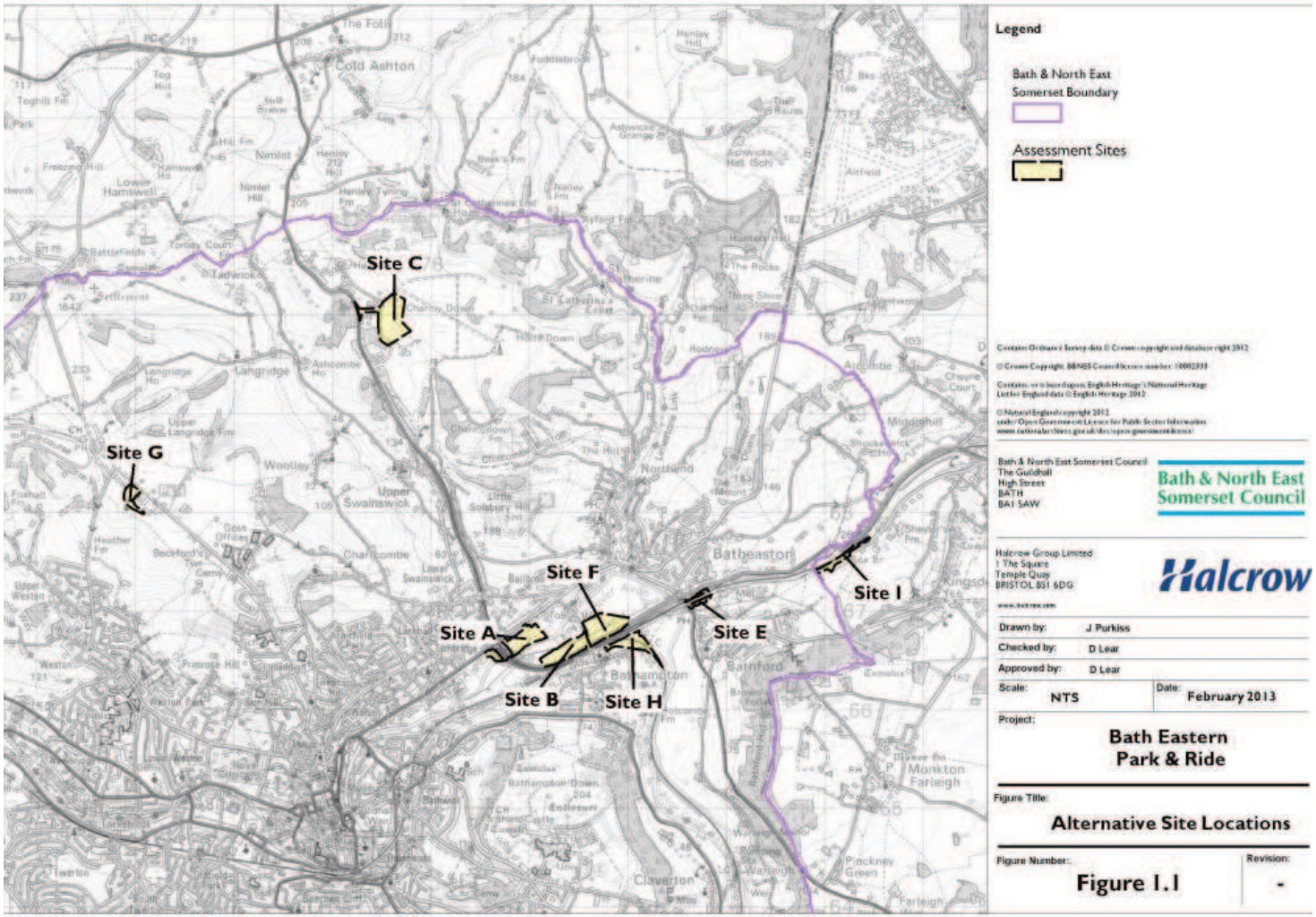
A review has been undertaken by Halcrow for B&NES Council in May 2013 (Bath Eastern Park and Ride Sites – Site Options: High Level Review) of possible sites serving the east, using the site adjacent to the A4 – proposed previously by the Council but subsequently rejected – as a comparator (see Figure 10.9):

- Site A Batheaston, south east corner of A4/A46 junction;
- Site B A4 Batheaston Bypass west of Mill Lane;
- Site C A46 Charmy Down;
- Site E A363 Bathford;
- Site F Bath Package – application site for comparison purposes only;
- Site G Expansion of Lansdown P&R additional to proposed Bath Package expansion;
- Site H Bathampton Junction; and
- Site I Land south of railway, Box Bridge.

(Site D on the A4 to the east of the A363 junction, the 'Gatehouse' site, was not included.)

A number of high level considerations were applied including highway access, planning and land issues, flood risk, landscape impacts, feasibility of operating a cost-effective bus service and other potential construction issues or problems. Each site was reviewed against these criteria.

Figure 10.9: Location of Eastern P&R Sites Considered



Source: Bath Eastern Park and Ride Sites – Site Options: High Level Review

Of the sites available, Site B adjacent to the A4 Batheaston Bypass offers a number of advantages in terms of access from the highway network, capacity and location in relation to the city centre. It also offers potential for links to the railway and river transport being located between the two. Key findings arising from the comparison of sites in relation to Site B include:

- A new highway access would be required to the A4(T). A junction to the east of Mill Lane Bridge would be required with a new bridge under Mill Lane. Relatively favourable in comparison with other options.
- No risk from flooding unlike most of the other sites;
- In Green Belt along with all the other sites considered and with high to moderate landscape quality. As with other sites, land scape and visual mitigation works are possible;
- Relatively few properties affected nearby but more at a distance i.e. better than some sites but worse than others;
- The site has no heritage or built environment designations, similar to most of the other sites;
- The site is wholly within the Bath Hot Springs Protection Area so pollution prevention is important. Most of the other sites have similar issues; and
- Business case potential is good with appropriate site capacity unlike some of the other sites.

Recent inputs from stakeholders has indicated that a new P&R site to the east of the city is supported and should be a priority of the Transport Strategy.

10.6.3 Rail-Based Option at Bathampton

A large P&R site has been proposed for Bathampton to the east of the city in conjunction with a new rail station, linking the site to Bath Spa station. The car park would be constructed in the divergence of the Great Western Main Line and Westbury route railways although this would require the realignment of the latter (moving the junction 200m west) and the construction of a new two-platform station on the Westbury line. Another option is the rearrangement of trackwork to provide a bi-directional loop on the main line and a reversing 'Y' with a single platform for Park and Ride purposes on the Westbury line, as put forward by Dorian Baker (Bathampton Parkway note, January 2012). The forthcoming electrification of the main line provides an opportunity for some reconstruction but a strong business case would be needed as justification. Adding a turnback facility and platform with associated track and signalling is a high cost scheme and realignment of the Westbury route would be a substantial project with little betterment for Network Rail other than raising line speeds through the junction.

The proposal raises a number of very significant difficulties:

- Considerable cost in the order of £50 million (rail reconstruction works, provision of a new station and construction of a 3,000 space car park with access from the A4);
- Revenue risk of failing to attract a sufficient number of users; and
- Commitment of a train operator to provide the necessary service to Bath Spa and Bristol;
- Programme problems involving Network Rail and the Highways Agency, both of which have higher priorities and other resource commitments.

A detailed analysis has been undertaken with a car parking capacity of 1,850 initially with scope for a further 1,000 spaces (Bathampton Station Park and Ride Scheme GRIP Stages 1 and 2 (equivalent) Report, OTB Engineering UK LLP, Servant Transport Consultants and MDS Tranmodal Ltd for B&NES Council, February 2013). Capital costs have been estimated as £46.7 million for Phase 1 plus £12.0 million for Phase 2. The Highways Agency has expressed concerns about the impacts of the scheme on the trunk road network, particularly on the eastern approaches to the site and in providing access to and from the A4. The Agency suggests that more evidence on the expected highway impacts would be required plus a commuted sum to cover ongoing maintenance costs of new structures and highway. The Agency may accept the scheme if there is no detriment to the safe operation of its network and that capacity is available. However, in the absence of a Transport Assessment and appropriate rail demand forecast, the Highways Agency does not feel informed sufficiently to support the scheme.

Each element of the proposal would need to be considered in sufficient detail from which robust conclusions can be drawn before any decisions can be made regarding the value for money or the contribution to the wider transport strategy. The analysis will also involve the Department for Transport, Highways Agency and Network Rail as key stakeholders. The lead time from concept to delivery of both road and rail projects of this type is extensive, including a lengthy planning process.

Even if a rail-based P&R scheme were to be pursed, the P&R site should be introduced using buses as an interim measure, given the time that would be needed for the design, approval and construction stages of a rail scheme.

11. Buses

11.1 Key Issues

- What are local bus patronage data/trends?
- What is the number of city centre bus movements and stop arrangements?
- Are there indicators of the quality of bus services?
- Is there punctuality data?
- What are user views?
- What are operators' views?
- What priority measures are in place?
- What scope is there for additional priority measures?
- Is there data on fare indices?
- What bus service information e.g. real time displays are in place and what is planned?

11.2 Levels of Bus Use

Patronage data is aggregated for commercial reasons but gives an indication of the levels of use for Joint Local Transport Plan monitoring purposes as shown in Table 11.1. Nearly one third of all journeys are made by concessionary card holders (free travel started in April 2006 and the National Concessionary Scheme started in April 2008). The level of patronage has been fairly constant in recent years although short terms fluctuations are common, particularly in response to factors such as fare changes.

Table 11.1: B&NES Bus Patronage

Period	No. of Single Passenger Journeys* Concessionary Journeys	No. of Single Passenger Journeys* Non-Concessionary Journeys	No. of Single Passenger Journeys* Total
2005/06	n/a	n/a	10,303,228
2006/07	2,239,043	9,477,560	11,716,603
2007/08	2,209,640	9,353,103	11,562,743
2008/09	3,530,887	8,222,317	11,753,204
2009/10	3,636,574	7,643,130	11,279,704
2010/11	3,746,221	8,151,297	11,897,518
2011/12	3,911,323	8,002,113	11,913,436
2012/13	3,741,032	7,274,169	11,015,201

* Total single passenger journeys starting in B&NES on registered local bus services.

Source: JLTP Monitoring

While national trends indicate that bus use in England outside London continues to decline, services in the B&NES area appear to be retaining users which suggests that there may be some growth offsetting the wider trend. More detailed data would be helpful to identify those sectors of the market that are gaining (possibly younger age groups and students) and those which are declining. This would also enable more targeted marketing to be used to grow patronage. It is expected that with the increase in the number of concessionary journeys that the number of core full fare payers is declining, a worrying trend if the market is to be consolidated and built up. Table 11.2 - Table 11.4 show the numbers of users recorded for B&NES in comparison with wider trends.

Table 11.2: Passenger Journeys on Local Bus Services 2009/10 to 2012/13 (millions)

Area	2009/10	2010/11	2011/12	2012/13
Bath and NE Somerset	11.4	11.5	11.6	10.2
South West	202..3	206.4	209/6	202.6
England	4,637.8	4,643.8	4,665.6	4,598.3

Source: Department for Transport (Bus Statistics Table BUS019a)

Table 11.3: Older and Disabled Passenger Journeys on Local Bus Services 2009/10 to 2012/13 (millions)

Area	2009/10	2010/11	2011/12	2012/13
Bath and NE Somerset	3.6	3.6	3.6	3.7
South West	71.2	73.1	74.0	71.4
England	1,054.3	1,051.9	1,065.7	1,027.3

Source: Department for Transport (Bus Statistics Table BUS0113)

Table 11.4: Passenger Journeys on Local Bus Services Per Head 2009/10 to 2012/13 (number of trips per year)

Area	2009/10	2010/11	2011/12	2012/13
Bath and NE Somerset	65.7	66.0	66.1	57.4
South West	38.7	39.2	39.5	37.9
England	88.9	88.2	87.9	86.0

Source: Department for Transport (Bus Statistics Table BUS0110a)

Fares are an important determinant of bus travel. Department for Transport data shows that local bus fares in English non-metropolitan areas have risen by 2.9% from 1995 to 2013 (Bus Statistics Table BUS0405b). This compares with the total England increase of 15.5% over the same period and was less than the increase in metropolitan areas and London. However, there have been many local variances and fluctuations over the period so identifying actual fare changes locally is not straightforward.

The Council has no influence on the fare levels set by operators on a commercial basis unless it can provide some form of subsidy beyond the English national concessionary travel scheme. However, the cost of travelling by bus for younger age groups can be restrictive in terms of their opportunities to find and retain training or jobs. Further exploration of fare options will be discussed with operators.

Fares can be complicated for users to understand and are perceived to be high. A recent review by First in Bristol resulted in simplified fares with reductions in pricing for some journeys. However, First has indicated that these will be reviewed further with the possibility of increasing them. Dialogue with First and other operators in Bath would help to establish what users consider to be an incentive to travel by bus when compared with other options and to ensure stability of pricing over longer periods.

11.3 Bus Service Availability and Punctuality

A number of operators provide services, the most numerous being First Somerset and Avon. Punctuality surveys indicate the level of compliance in the periods 17 May to 1 June and 4 to 15 November between 0730 and 1030 and between 1500 and 1800. Where compliance is very high or relatively low, in some cases this is related to the small number of journeys being operated on that route. Overall scores are good but may underplay the impact of particular incidents affecting departure time or the fact that for some longer services, a delay at the start has little impact subsequently.

Table 11.5: Services to Bath Bus Station

Destination	Service	Departures on Time May 2012	Departures on Time Nov 2012	Overall Departures on Time
Combe Down	1	88%	87%	87%
Upper Weston	1			
Bathampton	4	100%	88%	92%
Whiteway	5	97%	94%	95%
Fairfield Park and Larkhall	6	100%	92%	96%
Larkhall and Fairfield Park	7	92%	96%	94%
Southdown	10	86%	96%	90%
Odd Down	14	88%	80%	84%
RUH and Weston	14			
Malmesbury/Stanton St Quintin	76, 76A	n/a	n/a	n/a
Chippenham via Marshfield	79	100%	100%	100%
Trowbridge via Freshford	94	n/a	50%	50%
Wells	173	63%	50%	57%
Bristol via Radstock	178	88%	47%	70%
Midsomer Norton	179	87%	100%	91%
Frome via Radstock	184	69%	67%	68%
Weston-super-Mare	191	n/a	n/a	n/a
Colerne	228	75%	100%	86%
Chippenham	231	88%	83%	86%
	232	89%	82%	86%
Warminster for Salisbury	264	100%	67%	83%
	265	67%	75%	70%
Frome	267	100%	67%	83%
Melksham	271	75%	50%	67%
	272	73%	70%	72%
Cribbs Causeway	319	83%	83%	83%
Bristol via Bitton	332	100%	100%	100%
Bristol via Keynsham	338	n/a	61%	61%
Bristol via Keynsham	339	n/a	n/a	n/a
Old Sodbury	620	100%	100%	100%
Sion Hill	700	100%	67%	83%
Newbridge	716	100%	100%	100%
Bathwick	734	n/a	n/a	n/a
Hinton Blewett	752	100%	0%	50%
Peasedown St John	757	n/a	n/a	n/a
Clutton	768	67%	100%	83%
Bristol via Saltford	X39	n/a	n/a	n/a

Source: B&NES Council (May 2013) Bus stop map, B&NES punctuality surveys

11.4 Improving the Attractiveness of Bus Use

A number of initiatives are helping to attract more users to bus services. Improved punctuality helps to give the impression that buses can be relied on while the adoption of smart card technology offers major advantages for users and operators. The introduction of smart card readers on all buses in Bath means that a universal ticketing structure can be introduced and tickets such as the BathRider multi-operator ticket can be translated to smart cards. The benefits to users include rapid transactions on boarding, easy payment, flexible use and confidence in the system. The significant benefit to operators is that the data available can be used to monitor every journey and to help assess the performance of the network. It also provides marketing opportunities and a fresh image for users. Real time service information is also being provided on key routes in the city as part of the Bath Package Improvements.

The scope for bus lanes is limited given the constraints of the road network. However, the measures that have been introduced have helped give buses an advantage over other traffic to maintain punctuality and an image of journey time reliability compared with car use. The successful bid for Better Bus Area funding will allow further enhancements to be introduced by extending the existing bus lanes on London Road and the A36 approach to the Windsor Bridge Road junction.

The Better Bus Area bid also includes network-wide initiatives (over the West of England area):

- RTPI equipment on 190 vehicles
- 'Next Stop' display within 150 vehicles
- Wifi capability within 230 vehicles
- Improved bus lane enforcement.

The route map of the city is comprehensive and any new services are a matter for commercial operators to consider should a sufficient demand base become evident. However, increasing the number of journeys on established routes, such as during evening periods, may help to promote buses as a viable option. In addition to bus services, the voluntary sector and community transport, possibly in the form of demand responsive transport (with pick-up on routes as required) could provide services where there is not a regular bus or where individual needs are to be addressed. However, services such as demand responsive transport are likely to require subsidy to cover their operating costs.

11.5 Bus Routes to Serve New City Centre Developments

It is likely that only the largest development sites would generate a large enough number of trips for additional services to be provided. In Bath, this is likely to include the Enterprise Area for which links to the city centre and rail station will be important.

The EA Masterplan is yet to be finalised so it is very difficult to assess if existing bus routes should be diverted to serve new developments. However, on the east-west corridor alongside the River Avon the bus routes follow either the Lower or Upper Bristol Road. Therefore, most developments on this corridor are likely to be within a short walking distance of both sides of the river, so should have good access to bus services. A key part of the accessibility to EA sites will be ensuring that an excellent pedestrian network is provided, including new or improved river crossings to minimise walking distances and ensure that natural desire lines can be followed. The EA could also incorporate a new bus corridor such as that identified previously for the bus rapid transit scheme.

12. Coach Parking

12.1 Key Issues

- What are the origins of coaches?
- Does the Avon Street Coach Park function effectively?
- How many coaches use the Avon Street coach park?
- What are the main drop-off/pick-up locations and why?
- What are the views of coach operators?
- Are there other possible locations for the coach park?

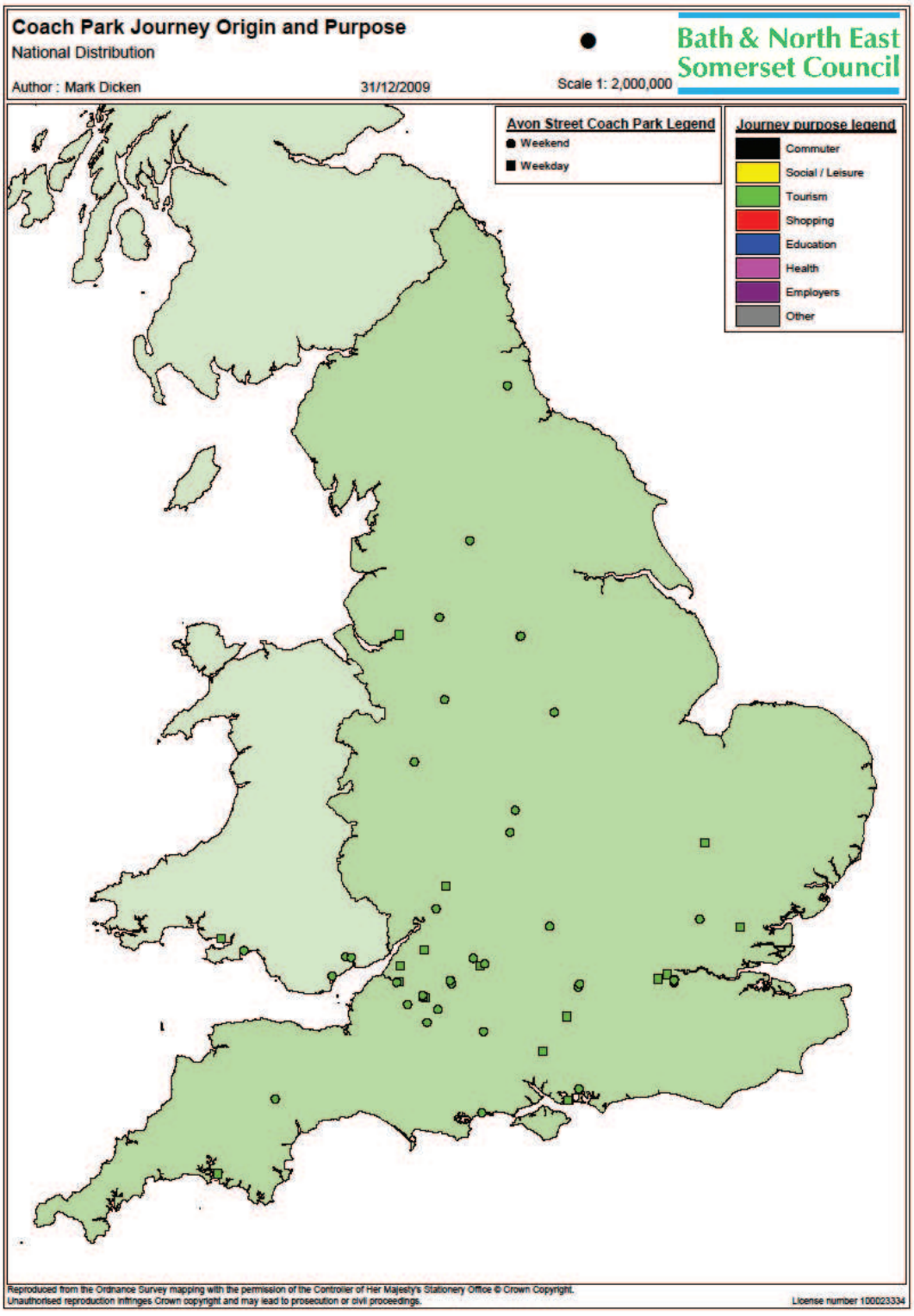
12.2 Existing Situation

- 500,000 annual coach visitors to Bath (source: B&NES Heritage Services, 2006, *The value of coach business to the Council*)
- Value of Coach Tourism to Bath's economy - £25 m per annum (source: Group Travel Report 2003)
- 19% of visitors to Bath arrive on organised coach tours (national average 9%) (source: Bath Visitors' Survey 2006)
- Council's annual revenue from coach visitors £2.3 million (admission ticket and retail revenue at Council's tourist attractions) (source: B&NES Heritage Services, 2006, *The value of coach business to the Council*)
- Average daily number of coaches visiting Bath in peak season is 55, double that on busiest days which occur in the summer holidays and during the Christmas market.

12.3 Visitor Coach Origins

Many coaches originate in the south of England and further afield as shown by survey data and all require access in the city within a short distance of the main attractions. Avon Street coach park has insufficient space for the number of coaches arriving and at least five bays are required in the city centre. Dialogue with visitor attractions indicates that coaches are a major component of their success but that an easily accessible unloading point in the city centre is essential, linked to a more remote coach parking facility.

Figure 12.1: Origin of Coach Trips to Bath

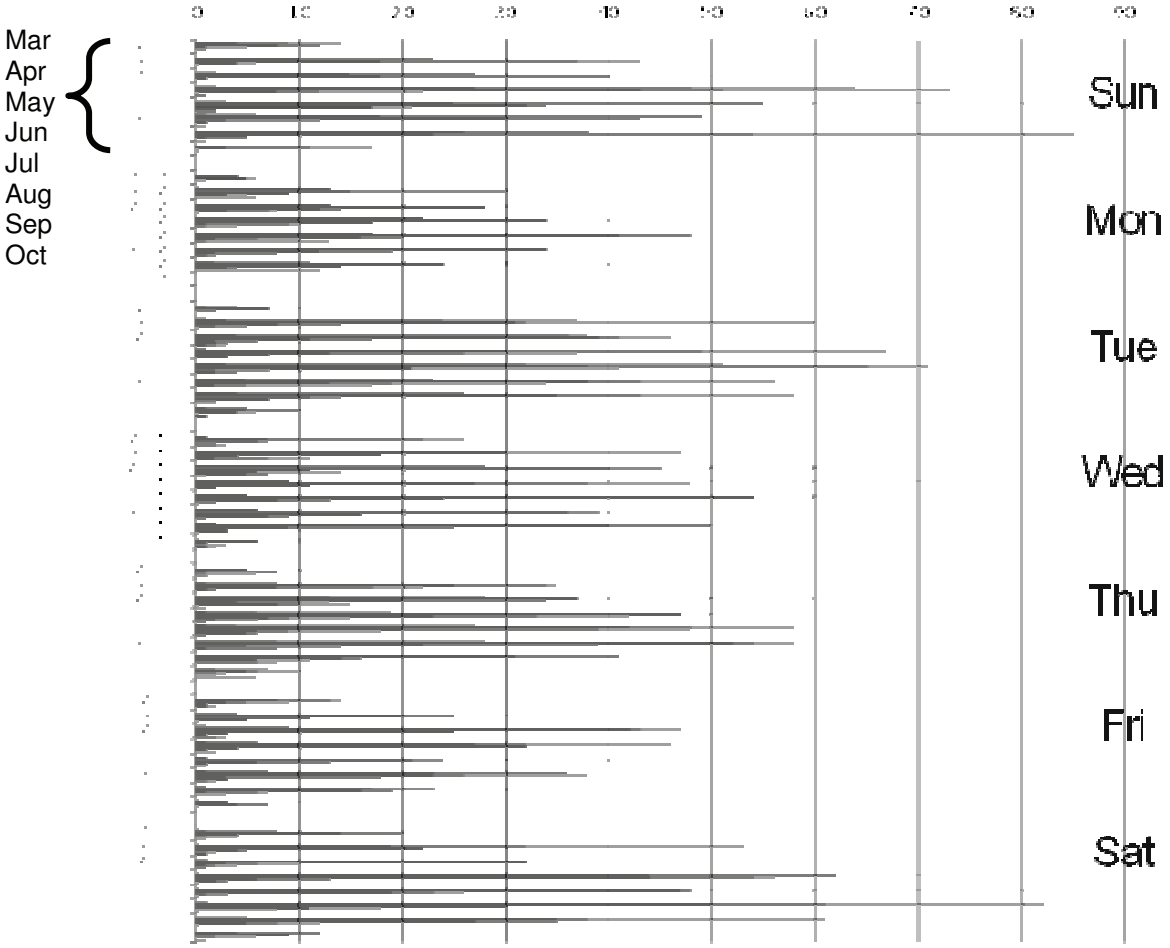


Source: B&NES Council survey data.2009

12.4 Avon Street (Riverside) Coach Park

Avon Street Coach Park charges £5.00 for 2 hours, £8.00 for 4 hours, £11.00 for 6 hours, £14.00 for 8 hours and £16.00 maximum. Overnight parking is permitted free if parked during the day but for £2.00 if not parked during the day (http://en.parkopedia.co.uk/parking). Figure 12.2 shows the tickets issues for parking by day of the week.

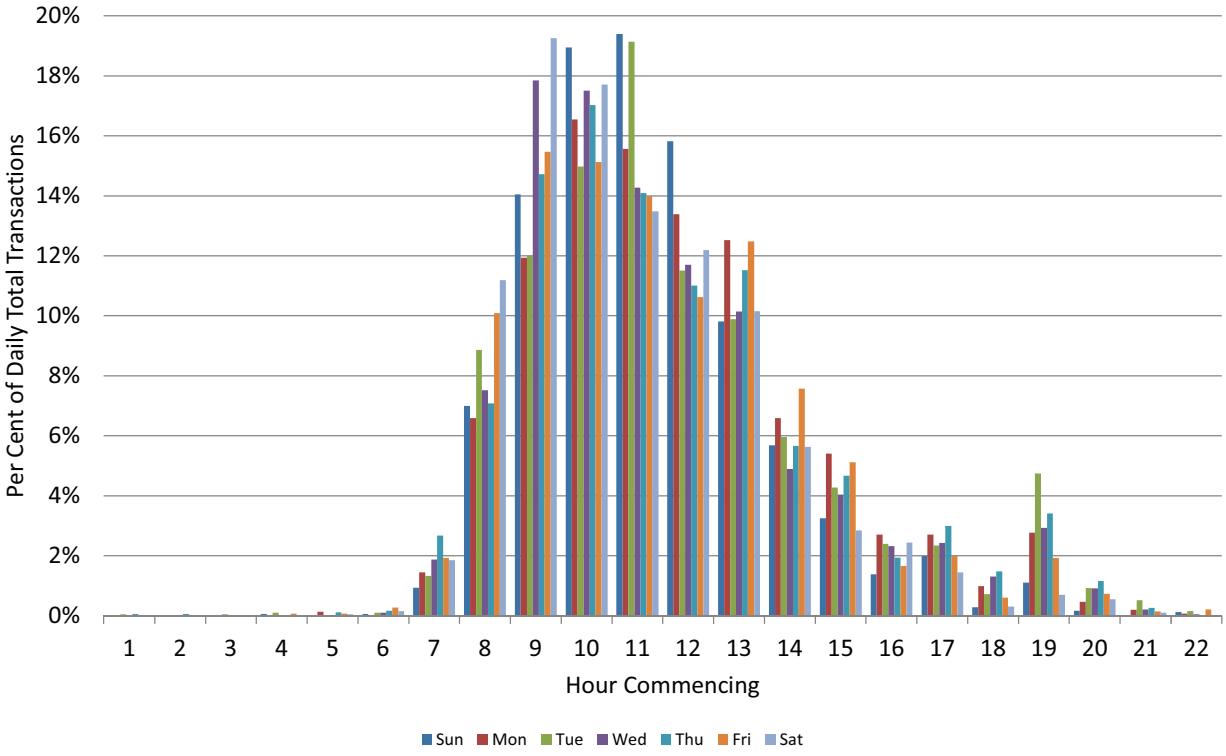
Figure 12.2: Ticket Transactions at Riverside Coach Park 2013 by Day



Source: B&NES Council survey data.

This shows the popularity of the coach park on Saturdays and Sundays but also mid-week. Figure 12.3 shows the times at which transactions are made. Most coaches arrive throughout the morning but the early arrivals – from 0800 – should be noted plus those arriving in the late afternoon/early evening.

Figure 12.3: Times of Coach Ticket Transactions at Riverside Coach Park 2013



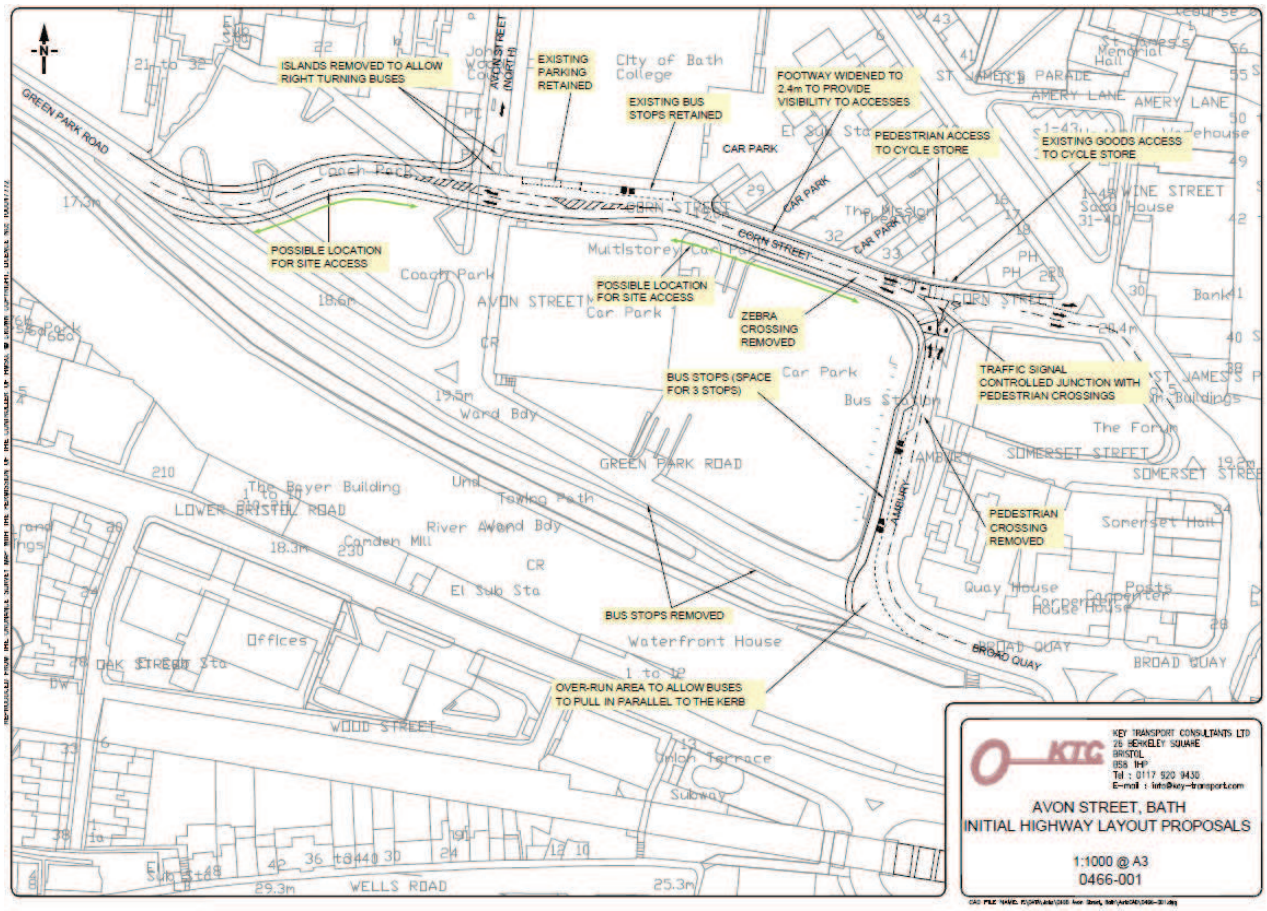
Source: B&NES Council survey data

12.5 Coach Parking in the Future

As part of flood alleviation measures there are proposals to divert Avon Street away from the river's edge (Figure 12.4). The current plan is that the Avon Street coach and public car parks would be redeveloped (included in Enterprise Area) with the loss of the parking capacity.

The closure of the Avon Street coach park requires both a short term solution and a permanent solution. This also needs to consider options for loading/unloading coaches in the city centre. Orange Grove has been altered to create a high quality public realm and accommodates some bus services including tours hence is no longer available for coaches. A temporary scheme at Terrace Walk has not been entirely successful due to space constraints. However it is well placed in relation to major destinations and adjustments could be made to accommodate at least five coach bays. A reserve area for short-term waiting could be provided, for example at Manvers Street car park to avoid congestion at Terrace Walk and to ensure that pick-up and drop-off is regulated effectively.

Figure 12.4: Proposed Diversion of Avon Street



A short term solution to the loss of the Avon Street coach park could be a temporary site at Twerton Fork. However, a more permanent solution is needed which could be the use of the First bus depot at Weston Island or providing parking space for around 50 coaches plus driver facilities at Odd Down Park and Ride.

Options for parking coaches close to the city centre are limited. A multi-site solution may be possible, combining a smaller coach park than the current Avon Street facility and a peripheral site with a possible second peripheral site or on-street parking for days when demand is high. Possible central locations could include Avon Street post-development, Charlotte Street car park on its current site or expanded and with the use of Odd Down P&R site and/or a site at Twerton Fork or Wellsway.

There may be difficulties with splitting the coach park facility in that operators would need to be fully informed about the availability of spaces. Peripheral sites incur additional driving time which may be restricted by drivers' hours regulations for tours from more distant origins. Also, drivers need suitable facilities including access to the city centre. In many ways, Avon Street is well located, being within walking distance of a wide range of facilities. The principle of having a single coach park is attractive provided that it is well located, has adequate facilities for drivers and sufficient capacity to meet demand most of the time.

The overall recommendation is that a replacement coach park should be provided at either Weston Island or Odd Down Park and Ride site. The city centre set down/pick up point should remain at Terrace Walk (with some adjustments).

12.6 Other Improvements for Coaches

It is clear that current driver facilities at the Avon Street coach park are inadequate and do nothing to encourage the coach industry to view Bath favourably. Any new coach park (wherever it is located) should provide much improved facilities, including a driver rest area and toilets.

Other suggestions raised by Stakeholders and B&NES Council have included:

- Providing signposted coach routes into the city;
- Improving communication with coach operators and drivers;
- Adopting a code of practice for coaches in Bath. Many other English historic towns and cities have produced a code of practice as recommended by the Coach Operators Federation;
- Reducing the impact of coaches on sensitive historic areas. Traffic Orders could be introduced to restrict coach movements in certain areas; and
- Prioritising the enforcement of traffic conditions relating to coaches.

These could be introduced without difficulty and improve the relationships between coach operators and the city and ensure that the arrangements for coaches are understood and managed appropriately.

Many of the issues surrounding coach operation were investigated by the Council in 2006, with a Coach Strategy document produced, most of which was not implemented but many of its conclusions remain valid.

13. Cycling

13.1 Key Issues

- What data is available on cycle use and cycle parking?
- Is there a clearly defined network for cycling?
- What are the constraints on cycling?
- What representation is there by cyclists?
- What measures have been proposed and delivered?
- What parking facilities are available for rail users?
- Are cycle hire options available?
- Are there cycle initiatives included in school/college and workplace travel plans?

13.2 Existing Cycle Facilities

Current cycle route facilities in Bath are limited as shown in Figure 13.1, noting that a link between NCN4 and NCN244 has now been completed.

Figure 13.1: Existing Cycle Routes



Source: extract from www.betterbybike.info/sites/default/files/file/Bath.pdf

Whilst topography is raised as a constraint to cycling by many, there are also a number of routes that follow contours or are relatively level. National Cycle Network Route 4 (NCN4) runs east-west through Bath, with the sections either side of the city centre being off-road routes along the canal, river and former Bristol-Bath railway line. In addition, the recently opened Two Tunnels scheme forms part of NCN244. Within the city it forms a good link from the Bear Flat area to Upper Bristol Road, passing close to Oldfield Park rail station, and has recently been connected into NCN4.

The cycle map also shows location of cycle parking, with the largest provision being at Bath Spa rail station which has around 170 cycle stands.

A new bike hire scheme is being delivered by an independent company working with Bath & North East Somerset Council. The scheme, operated by 'nextbike', is part funded by Bath & North East Somerset Council through the Department for Transport's Local Sustainable Transport Fund, although it is hoped that it will become fully self-sufficient within a couple of years.

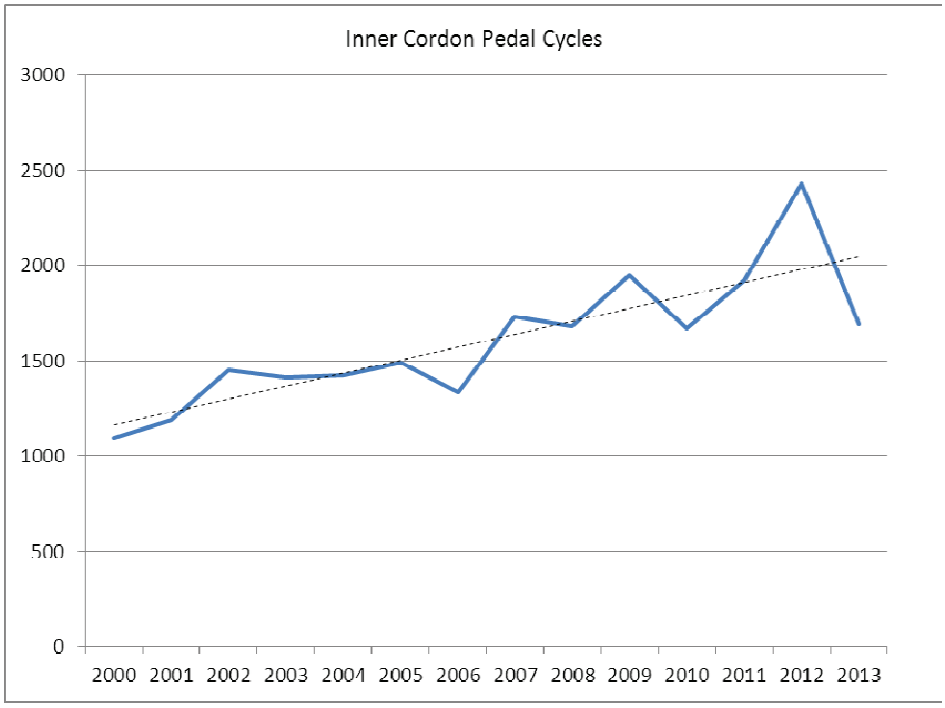
The Council is supporting the nextbike initiative as part of its commitment to tackling congestion in Bath and getting more people moving around the city – through a variety of transport options – to support local businesses. It is designed with visitors and students in mind, but local businesses and organisations are also being encouraged to use the bikes.

The 'nextbike in Bath' scheme will see 100 bikes docked across 9 rental locations including Bath Spa railway station, various city centre locations, Bath Spa University and the Royal United Hospital. The bikes are available 24 hours a day and users can register and hire bikes in just a couple of minutes.

13.3 Cycle Monitoring

The majority of adults, 56%, now have access to a cycle and 48% of children under 16 (source: Bath Parking Survey 2012). Regular surveys are undertaken to ascertain trends in cycle use in the city and these show that cycling has nearly doubled since 2000:

Figure 13.2: Number of Cycles to/from City Centre



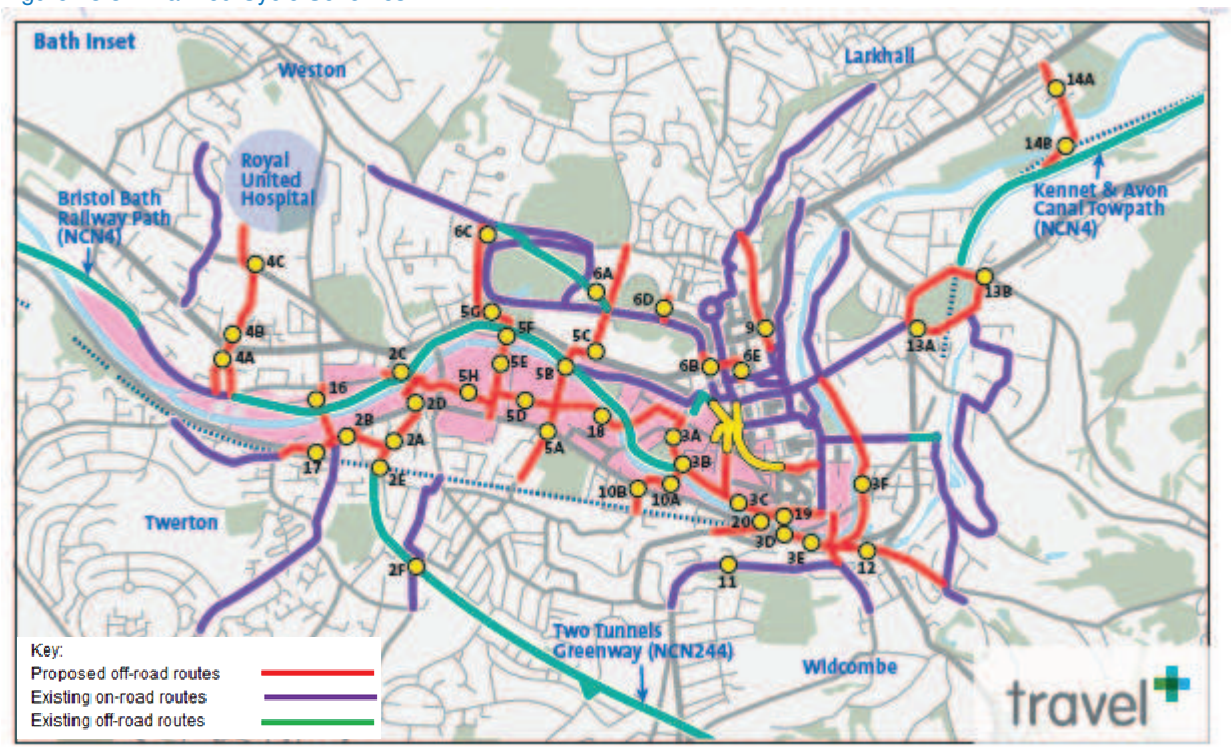
Source: B&NES Surveys, two-way count 07:0019:00

13.4 Planned Cycle Facilities

Figure 13.3 shows the Council's aspirations for cycle routes in Bath, with proposed off-road routes to complement the existing on-road and off-road routes. A number of these schemes are already being implemented or have funding allocated, as shown in Figure 13.4.

To the east of the area shown, a further improvement is being implemented with a new pedestrian/cycle bridge over the Avon at Batheaston and an off-road link to Mill Lane.

Figure 13.3: Planned Cycle Schemes



Source: West of England Cycle Transformation, Cycle City Ambition Grant Bid

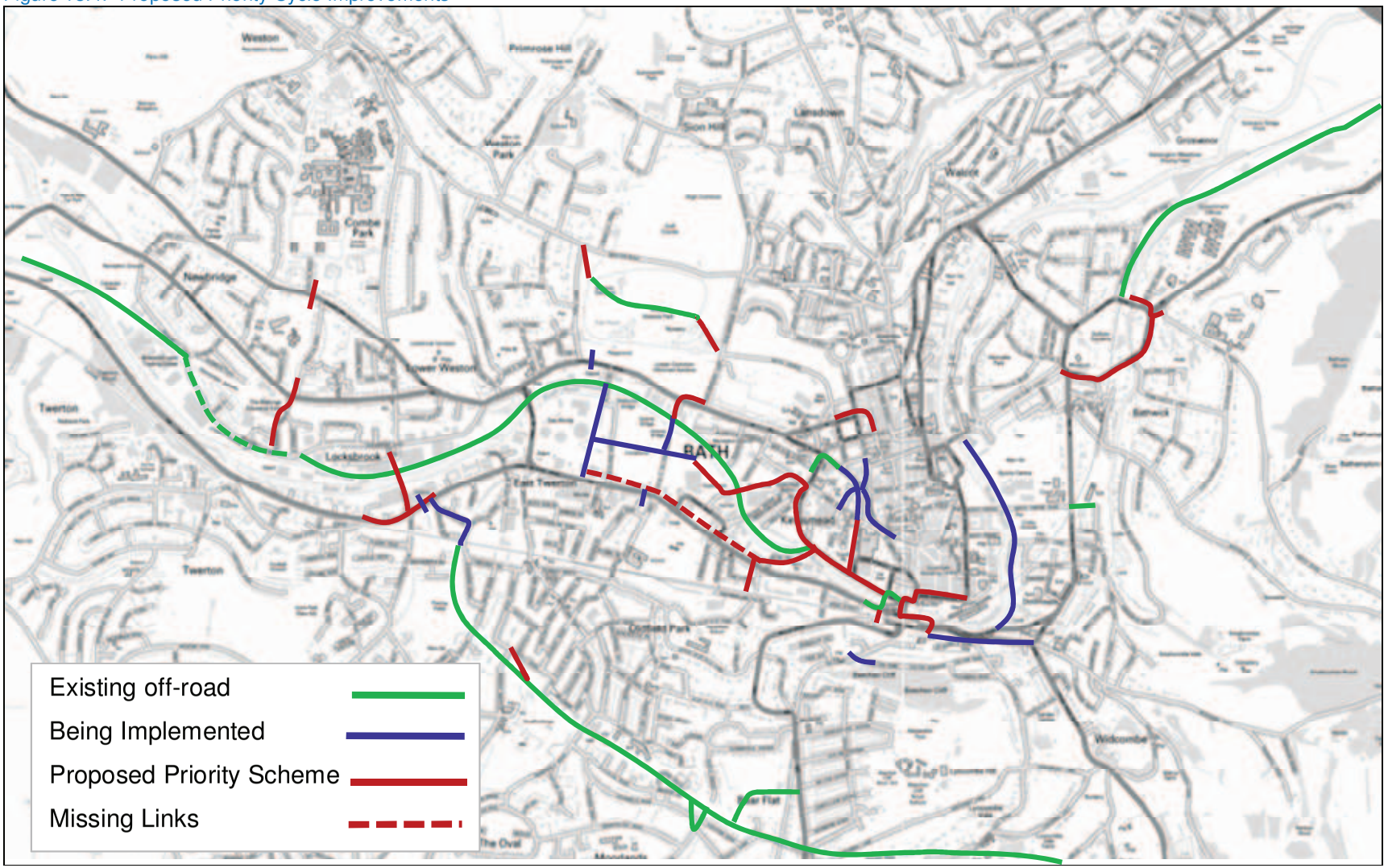
13.5 Proposed Priority Cycle Schemes

A review of the proposed improvements has been made. To maximise the benefits of the schemes that are being progressed and to develop a basic network of high quality off-road routes, a number of the other proposed schemes have been recommended as being priorities in the short term. These are shown in red in Figure 13.4. The overall concept is to produce a continuous off-road route from Pulteney Bridge via the Rail Station to Newbridge and onto Bath Spa University and ultimately Bristol via NCN4.

Great Pulteney Street is a low-trafficked route which should form an adequate cycle route to link into NCN4 running east along the canal towpath, via an improved route on Sydney Road, continuing the east-west route to Bathampton and Batheaston. Other priority schemes shown are based around linking the city centre, development sites and residential areas into this east-west 'spine'.

The above recommendations will need to involve route audits where appropriate and build on local knowledge from users, to develop the basic network of high quality routes that will meet users' needs and maximise benefits from the investment in the short term. A recent review of the cycle network has also been undertaken by Sustrans, which should be taken into account when assessing medium and long term schemes.

Figure 13.4: Proposed Priority Cycle Improvements



Source: MM analysis of plan in Cycle City Ambition Grant Bid

14. Taxis

14.1 Key Issues

- What trip purposes are generally served by taxis?
- How many vehicles are licenced?
- How many taxi journeys are made?

Taxis are important for a number of reasons:

- To serve people who cannot access buses, either because they are too far from a route or have mobility impairments that make bus travel difficult
- To provide a service after bus operating hours, particularly important for the night economy
- For tourists and visitors arriving by train who are unfamiliar with the area or require specific destinations
- For those without access to a car who have bulky goods or shopping.

Nevertheless, taxis should work as part of the network, not in direct competition with buses, and could play a stronger role in 'formal' transport such as providing night services after bus operating hours.

14.2 Licenced Vehicles

There are currently 122 Hackney carriages and 370 Private Hire Vehicles operating in the city (source: B&NES Council licencing department). It is not clear what proportion of these is fully accessible or have provision for wheelchair users.

No data on patronage levels are available from the Council, nor are taxis recorded as a separate vehicle class in traffic counts, so it is very difficult to quantify the level of taxi use in the city.

14.3 Taxi Ranks

Ranks for Hackney carriages are available at the following locations:

- Abbey (Orange Grove)
- Bath Spa Station (under the control of First Great Western)
- Cheap Street (Horse and Carriage only)
- George Street (night time only)
- Henry Street
- Milsom Street
- Queen Square
- Southgate Street (9:45 pm to 6:00 am only)
- Walcot Street (night time only)
- Westgate Buildings

To determine if additional ranks and/or increased capacity at existing ranks is required a detailed review of the use and occupancy of these ranks would been to be undertaken.

14.4 Taxi Fares

Fares for Hackney carriages are subject to strict conditions and are based on an initial cost plus a charge for each subsequent part of mile or minute, as specified by the Council. The table below gives an indication of a typical fare for one passenger at the time specified:

Table 14.1: Taxi Tariff Rates

Tariff Rate					
Miles	Day	Evening	Night	Public Holiday	Xmas & New Year
1	£4.40	£4.90	£5.40	£6.30	£8.40
2	£6.40	£6.90	£7.40	£9.30	£12.40
3	£8.60	£9.10	£9.60	£12.60	£16.80
4	£10.60	£11.10	£11.60	£15.60	£20.80
5	£12.80	£13.30	£13.80	£18.90	£25.20
10	£25.60	£26.10	£26.60	£38.10	£50.80
15	£38.20	£38.70	£39.40	£57.30	£76.40

15. Rail

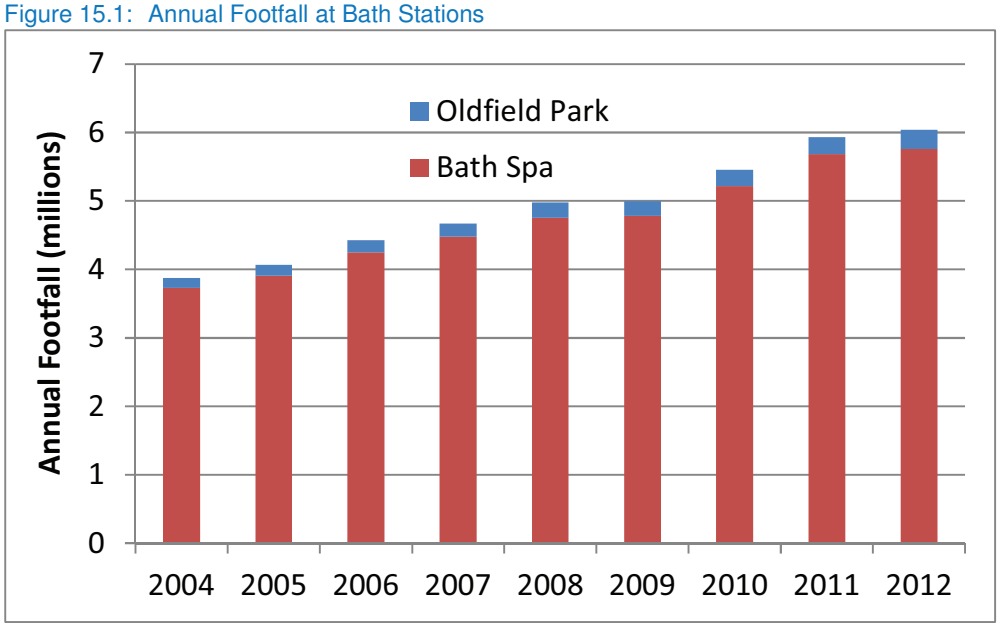
15.1 Key Issues

- How many train journeys are made?
- How punctual are rail services?
- How have fare levels changed?
- What measures are being proposed to improve access to, and frequency and capacity of, train services?

15.2 Number of Rail Users

The annual number of station entries and exits by passengers is available year on year, as shown below for Bath Spa and Oldfield Park:

Figure 15.1: Annual Footfall at Bath Stations



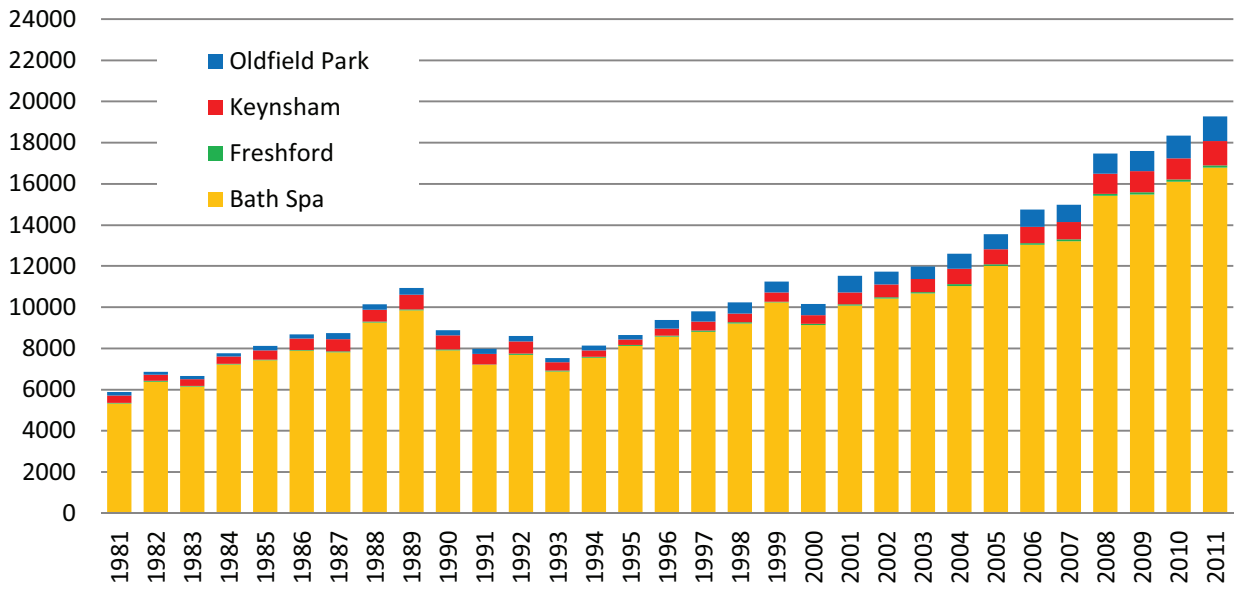
Source: West of England Partnership

Rail use is increasing nationally, reflected by the number of users recorded for local stations. Bath Spa is a major hub with over 5.7 million users annually, indicating the importance of providing links to origins and destinations within the city on foot, by cycle, by bus and for motorists who park at the station.

The demand growth during the current Great Western franchise for Bath and its nearby stations is high given the relatively static train provision over this period. Compared against a UK wide rail network increase in passenger journeys of 27.5%, or 23.3% for the region (i.e. not London & South East or Long Distance), 33.7% growth for Bath is significantly higher. Therefore all of the stations in the area are outstripping national demand growth.

Data is also obtained for rail use on an annual basis each November with boarding/alighting surveys and a biannual questionnaire survey. Figure 15.2 shows the daily patronage figures obtained, showing that there has steady growth since the low point of demand in 1993.

Figure 15.2: Daily Rail Station Use (Arrivals and Departures) 1981 to 2011



Source: West of England Partnership (March 2011) Rail survey report DRAFT

Some headline results from the questionnaire survey indicate that:

- The main mode of transport to stations across the area remains on foot at 55% but bus is particularly prominent at Bath Spa;
- 77% of trips were conducted for work purposes with social and education purposes second;
- 45% of trips were conducted five or more times per week, mainly at the smaller stations;
- The highest number of rail journeys is between Bristol Temple Meads and Bath Spa, with the stations in between (Oldfield Park and Keynsham) also having significant numbers.

Looking to the future, the Network Rail produced Great Western Route Utilisation Strategy (RUS) predicted significant growth in passenger demand around Bristol, with forecast peak demand growth of 44% by 2019.

15.3 Station Facilities

In addition to a car park, **Bath Spa** station has sheltered cycle storage with 170 stands and cycles can be carried without charge on trains. A cycle hire outlet is located outside the station and taxis are available at the station entrance (source: www.nationalrail.co.uk). Information is available on walking routes and local buses. Bath bus station is located very close to the rail station enabling onward journeys.

Oldfield Park has 12 unsheltered cycle stands and CCTV coverage but no car parking. **Keynsham** station has 50 parking spaces (£2.30 per day) and 12 sheltered cycle stands and CCTV coverage. **Freshford** is offers minimal facilities with cycle parking for two cycles and five car parking spaces.

15.4 Rail Punctuality Data

Pubic Performance Measure (PPM) is used as a tool to measure punctuality of train services, measuring the performance of individual trains advertised as passenger services against their planned timetable. The PPM shows the percentage of trains which arrive at their terminating station on time, and combines figures for punctuality and reliability into a single performance measure. It is the industry standard measurement of performance.

According to Network Rail, "*a train is defined as on time if it arrives at the destination within five minutes (ie 4 minutes 59 seconds or less) of the planned arrival time for London and South East or regional services, or 10 minutes (ie 9 minutes 59 seconds or less) for long distance services*".

Punctuality data for services in the region is given below.

Table 15.1: Train Punctuality and Reliability – Passenger Charter Result 27 April 2014 - 24 May 2014

Service	Punctuality %	Target Punctuality	Reliability %	Target Reliability
High Speed services	91.0	90.0	99.5	99.2
Bristol suburban services	91.5	92.0	99.3	99.5
South Wales and South Coast services	92.1	92.0	99.3	99.5

Source: http://www.firstgreatwestern.co.uk/About-Us/Our-business/Performance

Table 15.2: Train Punctuality and Reliability – 12 Months Moving Average from 26 May 2013

Service	Punctuality %	Target Punctuality	Reliability %	Target Reliability
High Speed services	87.3	88.0	99.4	98.2
Bristol suburban services	88.5	89.0	99.1	98.5
South Wales and South Coast services	90.9	89.0	99.1	98.5

Source: http://www.firstgreatwestern.co.uk/About-Us/Our-business/Performance

15.5 Fare Indices

Rail fares have increased substantially in recent years although this does not appear to have dampened demand. An index of fares (base of 100 in January 1995) indicates that fares over the period to January 2013 have an index of 237.3 for long distance operators and 207.1 for all operators (source: House of Commons Library, Standard Note SN/SG/6384 (23 September 2013) *Railways: fares statistics*). This represents an increase of in fares of 137% and 107% respectively over the 18 year period.

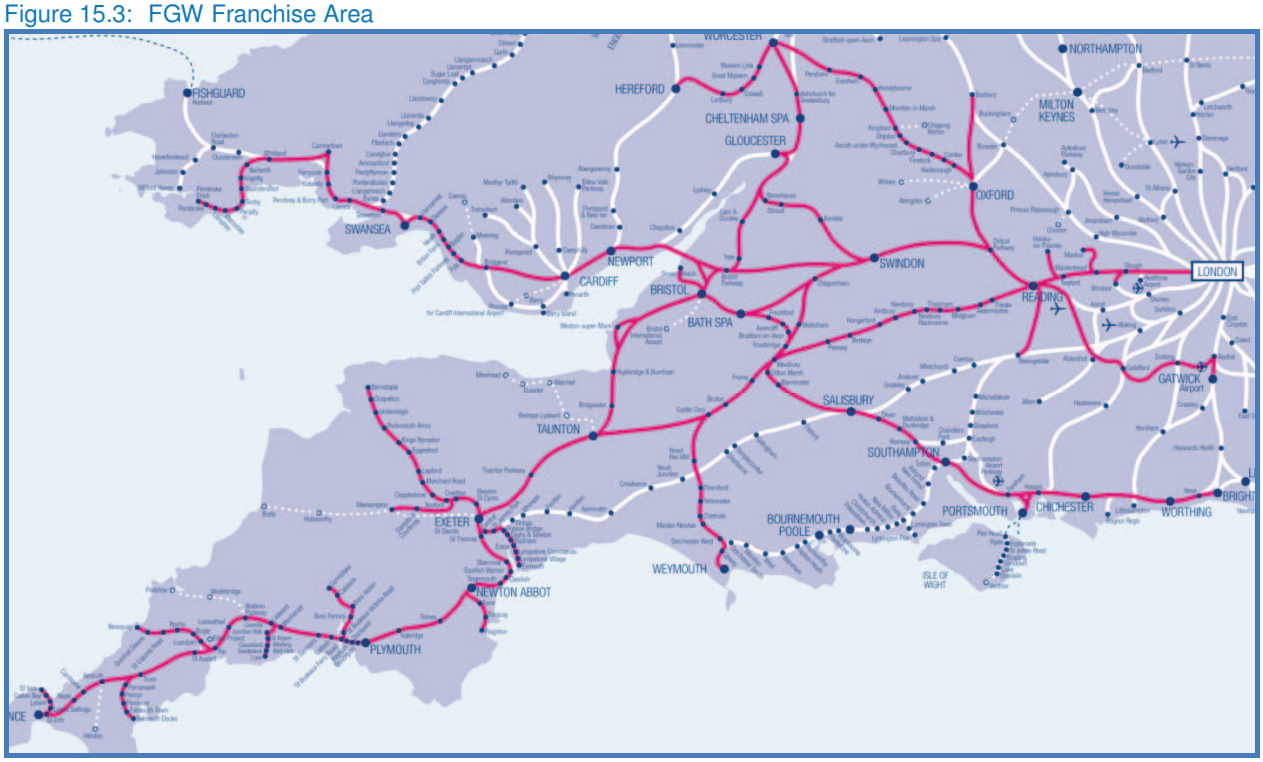
15.6 Existing Rail Services

Bath Spa is the principal railway station serving the city of Bath, in South West England and is served mainly by First Great Western (who also manage the station) as well as South West Trains and CrossCountry. It is situated on the Great Western Main Line and connects to the Wessex Main Line via Bradford-on-Avon.

The station has regular (approximately half-hourly each way) inter-city services to London Paddington via Swindon, Reading and Chippenham and to Bristol Temple Meads (with some extensions to Weston-super-Mare, Taunton and beyond).

It is also served hourly (two-hourly on Sundays) by the Cardiff Central to Portsmouth Harbour and Gloucester and Bristol to Westbury and Weymouth regional trains, plus a limited service to London Waterloo via Salisbury and Basingstoke operated by South West Trains. South West Trains operate three direct services per day Monday to Saturday and two on Sunday. In addition there is an early morning Basingstoke to Bristol Temple Meads service which calls at Bath Spa.

Figure 15.3: FGW Franchise Area



Source: http://www.firstgreatwestern.co.uk/Your-journey/Route-Maps

The franchise commenced in April 2006 and was due to end in March 2013 with an option for an extension for 3 years, which First Group decided not to exercise due to the impact of the recession. DfT has recently agreed an extension until September 2015 with associated limited station improvements, in particular the continuing assistance with the Network Rail redevelopment of Reading station and the surrounding track layout, and a major refurbishment of Bristol Temple Meads station, wifi and some incremental extra capacity.

The current average train service provision for the local stations is as follows:

Table 15.3: Existing Service and Train Provision

	London-Bristol	Cardiff-Portsmouth	Westbury/Weymouth-Glouceser/ Great Malvern via Bristol	Waterloo-Salisbury-Bristol
Operator	First Great Western	First Great Western	First Great Western	South West Trains
Keynsham services	n/a	Limited calls	1 tph	3 tpd
Oldfield Park services	n/a	n/a	1 tph	n/a
Bath Spa services	2 tph	1 tph	1 tph	3 tpd
Train types used	HST	Class 158 (3-car)	Class 150/158	Class 159 (3-car)
Seating capacity	472	200	141/134	194
Year of construction	1976	1989	1986/1989	1992-93
Note	All trains have been internally refurbished tph = trains per hour tpd=trains per day			

In the peak period (07:00-09:00) the service frequency steps up to provide the following numbers of trains between Bath Spa and Bristol Temple Meads:

- Bath Spa 9 (over 2 hours)
- Oldfield Park 6
- Keynsham 7

15.7 Future changes

A series of future changes are expected along the Great Western Main line, summarised as being:

- Additional platforms at Bristol Temple Meads
- Four tracking of Filton bank
- Electrification to Oxford, Bristol and Newbury by 2016 (including route through Bath)
- Electrification to Cardiff/Swansea by 2017
- New ERTMS in cab signalling system by 2019
- New Super Express Trains (SET) by 2017

Within these upgrades are an implied cascade of rolling stock with the electrification of the Great Western line to Oxford and Newbury displacing diesel units: it is fully expected that a cascade of rolling stock would occur, leading to 1990's built Network Turbo trains of classes 165 and 166 moving to the Bristol area to replace the existing sprinter trains and provide additional capacity. A class 165 provides either 182 seats in 2-car formation or 288 seats in 3-car formation, whilst a class 166 provides 259 seats all in 3-car formation.

The current diesel High Speed Train (HST) fleet operating Bristol-Bath-Paddington services are due to be replaced by new Hitachi built Super Express Trains (SET) which will be provided in either 5-car or 9-car formations, and either all electric or hybrid (both diesel and electric).

The Intercity Express Programme (IEP) introduces two fast services per hour from Bristol-Parkway-Badminton line-Paddington, with the Bristol-Bath-Paddington route planned to run on a half-hourly basis

using 9-car electric. Today's service consists of half-hourly HSTs, each with a capacity of 472 seats, giving 944 seats per hour Bristol-Paddington in total. This will become 4 trains per hour with 627 seats per train, equating to a total hourly capacity of 2,508. This will be split equally between the Bath Spa and Badminton routes, resulting in a capacity of 1,254 per hour on the Bristol-Bath Spa-Paddington, an increase of 310 seats per hour.

Not only would the Bath Spa route see more capacity provided under SET, the total demand between Bristol and Paddington would be split over twice as many trains, freeing up even more capacity on the Bath Spa route. Therefore the level of standing between Bristol, Bath, Chippenham, Swindon, Reading and Paddington would be expected to be reduced significantly. The new trains are also expected to reduce the journey time from Bath Spa to Paddington by 8 minutes.

15.8 MetroWest Proposals

The MetroWest proposals link a number of Enterprise Zones including the Bath Enterprise Area (see Figure 15.4).

Figure 15.4: Greater Bristol Metro Proposals



The MetroWest project is a phased approach to new lines and new services in the West of England area, funded by the West of England councils with support from the Department for Transport, at a total cost of around £100m. The MetroWest proposals include the provision of an additional hourly service between Bath Spa and Bristol Temple Meads, stopping at Oldfield Park and Keynsham and giving a half-hourly service for these stations. New train services could start operating from May 2019, subject to funding and meeting all of the regulatory and technical requirements.

There is also the desire of linking the Severn Beach line with the Bath Spa line, with trains turning back at Bath Spa or Bathampton Junction, but the ability to operate such a service is currently uncertain given the need to cross the throat of Bristol Temple Meads to facilitate such a movement.

15.9 Potential New Stations

The electrification of the Great Western Main Line will reduce journey times and add capacity to the network. In doing so, the opportunity arises to add new stations where there is likely to be sufficient demand to justify the cost of construction and the longer journey times incurred by other users. Any new station proposal needs to be considered in the context of the local network, particularly the MetroWest proposals that would see new services being accommodated. There are a number of restraints in terms of track capacity, signalling and stations. Of these, the arrangements at Bristol Temple Meads restrict the service options that could be worthwhile as some options would involve reversal, incurring time delays and occupying platform space.

A new station has been proposed for Saltford, replacing that which closed in 1970, between Keynsham and Oldfield Park, although demand is likely to be very limited given the other options available and the size of Saltford itself (population of only 4,200). While feasibility studies are underway, a positive business case will be needed to justify the costs. It is assumed from an informal survey that a station could have around 400 users per day from the local population but that the Bath Spa University's Newton Park campus would add to demand; the adjacent A4 carries 20,000 vehicles per day, some of which could be intercepted to a new station as a Park and Ride facility.

There is also a proposal for a new station at Corsham (Wiltshire) between Bath and Chippenham. Other opportunities include the better use of the Westbury route, linking the west Wiltshire towns with Bath and providing an effective alternative to car use for commuting and other purposes. In addition, Wiltshire Council's Core Strategy contains a policy to open a new station at Royal Wootton Bassett.

The possibility of a new station at Bathampton to the east of Bath has been raised as a Park and Ride option (see Park and Ride chapter).

15.10 Improvements at Local Stations

Access and facilities at the local stations will need to be improved to take advantage of the increased frequency and range of direct routes available. Specific measures include:

- Improved walk/cycle/bus access to Bath Spa and Oldfield Park, including from the Enterprise Area;
- Introducing ticket machines at Oldfield Park as the ticket office is only manned on weekdays from 06:30-10:30;
- Increased cycle parking at Bath Spa, including covered and secure parking at the front of the station;
- Station capacity management e.g. event days.

16. Travel Plans

16.1 Key Issues

- Are travel plans in place for schools/colleges/workplaces/etc?
- Where should Travel Plans be used?

Travel plans can contribute to people understanding their travel options and moving towards sustainable modes. Workplace travel plans for major education and workplaces including those in the Enterprise Area will need to identify sustainable transport options. This may include better travel information to widen choice, changing the opening times of shops, offices and businesses to help spread peak demand and measures to enable the uptake of public transport use or cycling, such as through interest free loans for season tickets or cycle purchase.

Workplace travel plans can also promote reduced travel during the day, such as through video-conferencing, or for trips to/from work by allowing and encouraging working from home. Encouraging car sharing through a well-managed car share database of employees can also reduce the numbers of staff driving to work as sole occupants of a car.

The impact of travel plans can be demonstrated by lasting changes in travel behaviour, supporting sustainable travel choices and reducing peak time car travel. Information has been obtained regarding existing travel plans and experience from other parts of the country indicates how travel plan initiatives can be successful in reducing car dependency. For example, the University of Bath's travel plans show a reduction of 7.5% in staff sole occupant car trips in two years.

Specific measures will include promoting travel plans through a travel forum:

- Workplaces;
- Education establishments;
- Healthcare and Royal United Hospital catchment issues;
- Rail stations/neighbourhoods.

Any travel plans will need to comply with current travel plan good practise and guidelines and will need to include meaningful and achievable targets with an agreed approach for monitoring the success of the travel plan against those targets.

17. Freight Movements and Deliveries

17.1 Key Issues

- How many freight movements take place within the city?
- How is the DHL Consolidation Centre performing?
- Do electric vehicles and/or cycle deliveries have a wider role?
- Can the impact of HGVs in the centre be reduced?

Freight movements are essential to keep the economy moving. A consolidation centre has been established for city centre retailers which has reduced vehicle movements dramatically but more businesses could be involved which would enable it to operate without subsidy. From the initial involvement of around 30 businesses, several hundred will be needed to make the scheme a commercial proposition. This could be supported through further dialogue with potential users but also an understanding of possible traffic management and enforcement changes such as restrictions on loading and unloading, emissions standards or vehicle size/weight limits. Electric delivery vehicles and cycle delivery of parcels could be promoted for the city centre.

Loading and unloading restrictions are in place but are contentious – businesses cannot always specify delivery times or incur additional costs to meet the on-streets constraints. While many businesses operate with specific delivery arrangements, problems can result from smaller delivery vehicles, notably the expansion in parcels and courier services and also one-off activities such as builders' vehicles which can cause obstructions. Such obstructions, although temporary, add to traffic congestion and the vehicles increase traffic movements in the city centre, where there is a desire to reduce vehicle activity, particularly during peak shopping hours. This unregulated loading/unloading is difficult to manage but a permit scheme limiting access to pre-defined times and locations may be desirable if the problem becomes widespread.

Before any changes to permissible loading/unloading and delivery areas and/or time periods are made a bespoke survey of the current activity should be undertaken. Using actual data, rather than anecdotal evidence or just views of businesses, would then allow discussion over potential changes to be made in an informed way. The inconvenience of restricted activities would be offset by an improved pedestrian environment that should be conducive to increased retail activity. The Council should work in partnership with the business community to investigate further restrictions, with the aim of developing a mutually beneficial system.

Food and other retail deliveries are becoming more popular as internet access increases. This has generated delivery van activity but not necessarily a reduction in visits to shops as people view potential purchases before the transaction is made from home, particularly for one-off purchases. However, the timing of retail visits may be changing as internet shopping becomes more widespread.

Although overall the number of heavy vehicles is small, their impact can be considerable so enabling the use of smaller vehicles has significant benefits. However, large vehicles such as those on London Road do not wish to negotiate the city's streets unless they have a particular need to be there.

Specific measures will include:

- More cycle deliveries;
- Consolidation centre used for more businesses;
- Possible out-of-hours deliveries;
- P&R retail collection points;
- Working partnership with businesses and operators; and
- Restricted unloading hours with enforcement (experimental schemes).

18. Air Quality

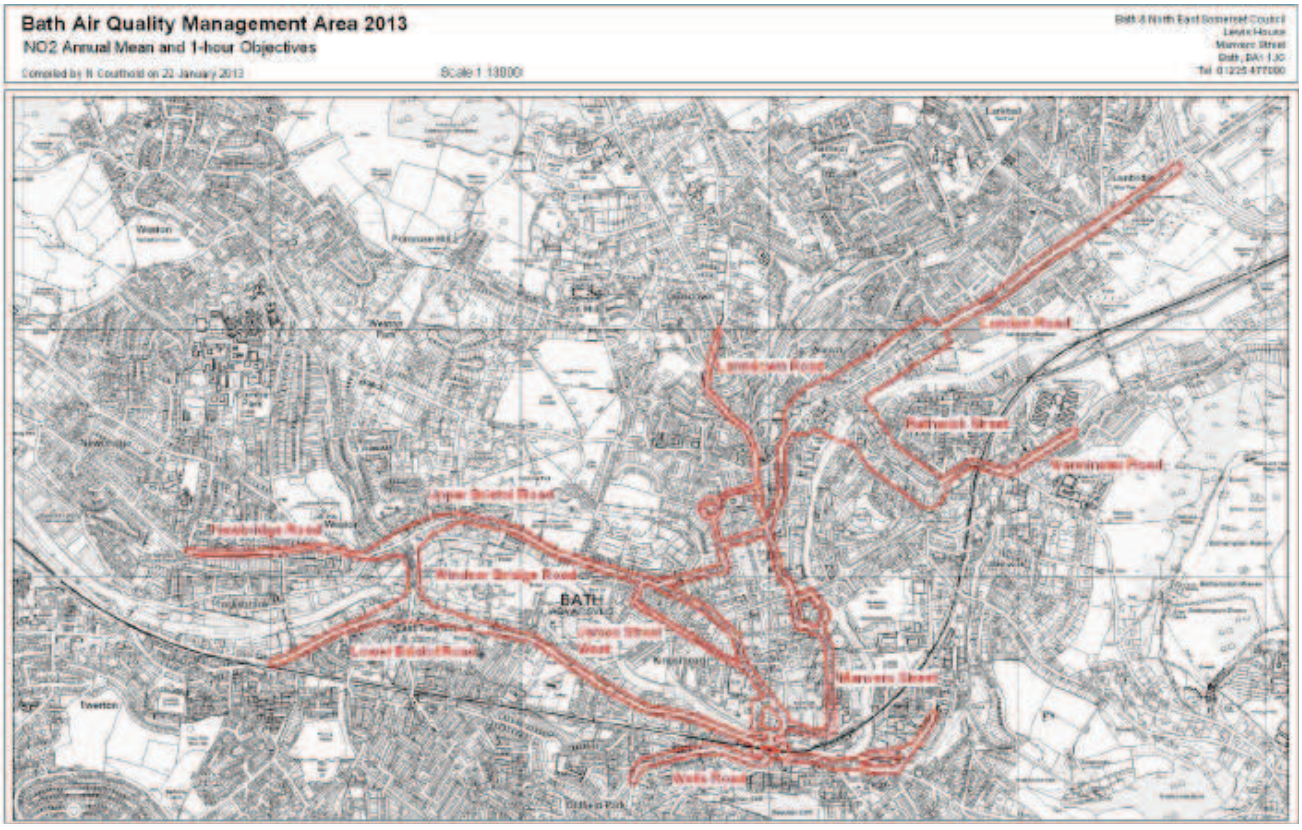
18.1 Key Issues

- What AQMAs are designated?
- What monitoring takes place and what are the trends identified?
- What progress has been made with a Low Emission Zone?

18.2 Air Quality Management Area

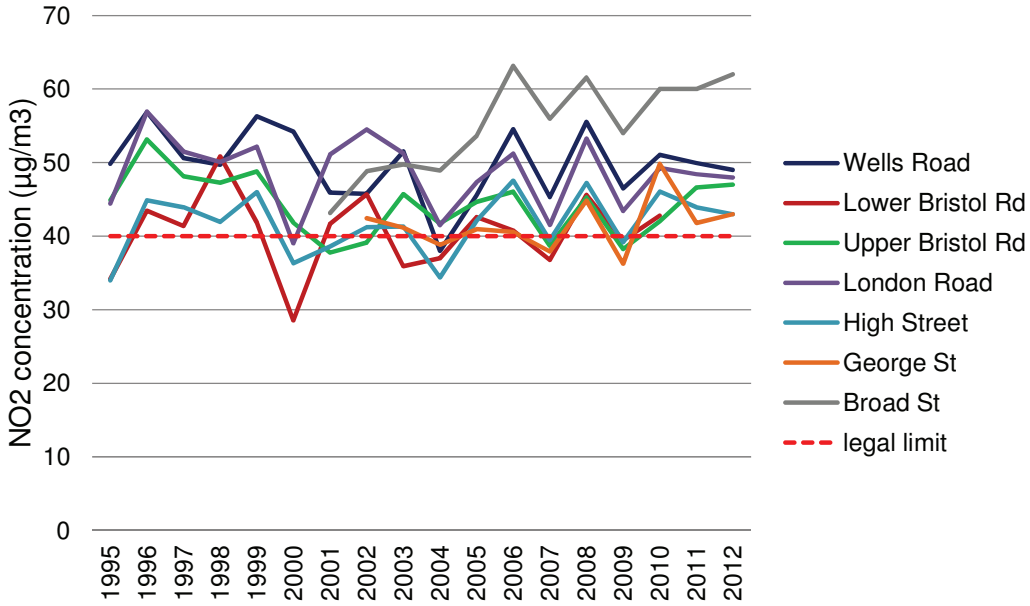
Much of the main road network in central Bath is part of an Air Quality Management Area (AQMA). Local pollution is from vehicle emissions and while engine technology has improved air quality for some years, particularly emissions from buses, emissions continue to damage the built environment and adversely affect people's health. The designated AQMA is shown in Figure 18.1. The volumes of traffic, idling vehicles and vehicle maintenance standards all affect emissions and air quality.

Figure 18.1: Bath Air Quality Management Area



Regular monitoring has taken place for many years at a large number of sites. Levels of carbon monoxide, benzene, sulphur dioxide and particular matter do not present a problem in the city. However, results from nitrogen dioxide show exceedences of the annual average objective at various locations within the AQMA, according to the Council's 2013 Air Quality Progress Report.

Figure 18.2: Nitrogen Dioxide Levels 1995 to 2012



Source: B&NES data

The 2013 Air Quality Progress Report details progress that is being made to address this problem:

The LSTF WEST (Local Sustainable Transport Fund) bid submitted to DfT (Department for Transport) in December 2011 was successful with B&NES Council being awarded £180,000 for electric vehicle infrastructure. Charging points have been installed and are in operation at a number of sites in the city.

Other progress includes the continued growth of the Freight Transhipment Scheme, with 30 retailers in Bath now supplied by an electric vehicle (compared with 19 in 2012). The reduction in oxides of nitrogen emissions has increased due to the scheme, to 23.43kg per month in April 2013 compared to 12.92kg in April 2012. Over 50% of retailers achieve a 20 minute time saving on each delivery.

As part of the Bath Transport Package, 890 spaces have been added to Park and Ride sites (50% capacity increase) along with variable message traffic signs, pedestrian-friendly city centre road layout works, consultation on timed access restrictions and real time information on key bus commuter routes.

The CIVITAS Renaissance project also included a variable message sign and automatic number plate recognition cameras at Upper Bristol Road/Windsor Bridge Road to discourage heavy goods vehicles from using the central A4 corridor where a traffic regulation order exists. This trial has finished, however the findings are being taken into account for the Low Emission Zone Feasibility Study. Also part of the

CIVITAS Renaissance, following a successful trial of a hybrid diesel-electric double decker bus, all but one of the Park and Ride buses in operation are hybrid diesel-electric buses.

The Bath and North East Somerset Corporate Travel Plan commenced with phase 1 in April 2012 and is scheduled for completion of phase 4 by March 2014.

The next steps in terms of the main tasks are the completion of the Low Emission Zone Feasibility Study; further expansion and promotion of the Freight Transhipment Scheme; and completion of the upgrading of the air quality website.

A Low Emission Zone (LEZ) has been proposed but this will need to demonstrate that it can be managed effectively and that its benefits would be clear. Initial modelling suggests that an LEZ may not be as beneficial as hoped and restricting access to the city to some vehicles may be problematic in practice.

Appendices

Appendix A. Summary of Recommendations 84

Appendix A. Summary of Recommendations

The recommendations included here are responses to the study brief based on the evidence obtained; it should be noted that these do not necessarily reflect exactly (but are aligned with) the wording of the recommendations included in the Transport Strategy.

Tasks in Brief	Recommendations
a. Assess the effect of the EA on the City's transport network to 2029.	That the Enterprise Area is developed as part of an integrated approach with strong sustainable transport links to the city centre and rail stations. The development should focus initially on office and related development at the eastern end of the site and have limited car parking. Subsequent housing development should also focus on accessibility by non-car modes. Specific measures will include: ▪ Ensuring that development sites have sustainable transport options through design, planning conditions such as travel plans and limited car parking; ▪ Designing for sustainable transport in the Enterprise Area: strong and attractive walking and cycle routes to the city centre and Bath Spa and Oldfield Park stations, secure cycle parking, good links to bus services; ▪ Integrating new sites within the city by incorporating routes that link to established routes and destinations; ▪ Proportionate and complementary parking provision in new developments: link to off-site P&R capacity; and ▪ Developing appropriate parking standards.
b. Cumulative impact of Core Strategy	That sustainable transport measures should be included for residential sites on the edge of the city that complement the overall Transport Strategy for Bath, as reported in the Strategy and Vision Report. As the sites are away from the city centre, key measures will include: ▪ Good links into the wider cycle network, together with on-site cycle routes through the development, as off-road facilities where possible; ▪ The potential for local bus services to be diverted through or closer to the sites; ▪ Good pedestrian routes to local amenities, such as schools, shops, health centres and leisure facilities; ▪ Improved local bus stops and pedestrian links to them; ▪ Suitable on-site parking standards; ▪ Residential Travel Plans. For each development site a full Transport Assessment will be required to determine whether the above measures can successfully mitigate the effects of new trips generated. It is likely that improvements to local junctions will be required at some of the sites and/or traffic management measures.

Tasks in Brief	Recommendations
c. Identify key priority cycling routes	That cycling be promoted through better cycling routes with appropriate infrastructure where needed, building a cycling culture for people of all abilities. Specific measures will include: ▪ Linking together existing and planned cycle schemes to give a basic network of high quality routes in the short term (proposed network plan has been identified); ▪ Develop the network in the medium to long term, taking into account the recent review undertaken by Sustrans; ▪ Overcoming problem locations e.g. junctions where cyclists are vulnerable; ▪ Reducing traffic levels on certain routes to create an environment that is conducive to cycling; ▪ Provide additional secure cycle parking at workplaces, leisure facilities, rail stations, city centre locations; ▪ Workplace shower facilities; and ▪ An inclusive training programme.
d. Identify key priorities for those on foot and with mobility difficulties	That walking be given highest priority in the strategy. It creates a healthier population, an ambience to the historic core of the city and reduces the number of local car journeys. Bath should be an exemplar walking city demonstrating commitment to sustainable transport at a European level. To achieve a walking-friendly city, the strategy will: ▪ Enable walking to the centre and within the city; ▪ Define the walking network – utility and leisure routes – Effective maintenance; – New infrastructure: crossings, shared space, lighting; – Contribute to health and accessibility; ▪ Improve pedestrian facilities in the city centre, based on a proposed network of prioritised routes; ▪ Deliver the Public Realm and Movement Strategy; ▪ Extend the principles of the Public Realm and Movement Strategy to core routes throughout the city; and ▪ Engender a cultural shift to walk as the first choice for many journeys.

Tasks in Brief	Recommendations
e. Review Coach drop-off locations	That a city centre set down/pick up point should be available. Other coach measures will include: ▪ Possible short-term waiting area at Manvers Street car park (subject to redevelopment proposals); ▪ Provision in Enterprise Area (e.g. hotel / conference facility); ▪ Pre-booked arrivals at the pick-up/set-down point and carefully managed arrangements; ▪ Peak demands for market / festivals / events may need additional capacity e.g. coach parking at Odd Down P&R.
f. Recommend new site Coaches/ Lorries Park	That a replacement coach park should be provided at Weston Island (the First bus depot, possibly as temporary facility) or Odd Down Park and Ride site.
g. Review Parking Strategy	That car parking is a central feature of the strategy, enabling other components to take effect. The policy of reducing central area public parking and expanding long stay capacity at Park and Ride sites should continue, enabling greater emphasis to be given to walking, cycling and bus services in the historic core and on key corridors. Specific measures will include: ▪ Reduced city centre on- and off-street parking capacity (but maintaining residents' parking); ▪ Enterprise Area redevelopment means that spaces will be lost; ▪ Complementary expansion of Park and Ride capacity; ▪ More spaces at established P&R sites; ▪ New Park & Ride site to the east (addressing demand from Wiltshire including Chippenham and Trowbridge); ▪ It is estimated that a total of around 1,700 new P&R spaces should be provided; and ▪ Restricting free workplace parking.
h. Review east of Bath P&R and location	That Park and Ride capacity be increased as part of a wider parking strategy and to enable the Enterprise Area to be developed. An additional Park and Ride site to the east of the city should be promoted (sites options having been reviewed by Halcrow), initially as bus-based with the potential to be rail-based in the longer term.

Tasks in Brief	Recommendations
i. Pedestrian priority in the city centre	That further areas of pedestrian priority are introduced in the city centre, particularly to improve east-west connections. Specific measures will include: ▪ The potential public realm scheme identified for Westgate Street and Cheap Street should be progressed and would provide a good route from the High Street to Monmouth Street and Kingsmead Square; ▪ Traffic restrictions should be applied to the above scheme and extended to include Upper Borough Walls, which would also enable Saw Close car park to be closed (only 24 spaces) and the site redeveloped; ▪ A potential public realm scheme for Queen Square, with traffic management measures to remove or reduce traffic levels on two sides of the Square, should be investigated further.
j. Electrification of GWR mainline	That the schemes to grow rail capacity and the range of services available as part of the Great Western Main Line electrification scheme and the development of MetroWest should be fully supported to significantly increase rail journeys. Access to local stations will need to be improved and new stations beyond the city may contribute to further rail use: Specific measures to complement this will include: ▪ Improved walk/cycle/bus access to Bath Spa and Oldfield Park, including from the Enterprise Area; ▪ Better services should be promoted to link Bath with the west Wiltshire towns, such as increasing capacity of existing trains e.g. Trowbridge line; ▪ Potential new stations at Bathampton P&R and beyond the city; and ▪ Station capacity management e.g. event days.

Bath & North East Somerset Council		
MEETING/ DECISION MAKER:	**Cabinet**	
MEETING/ DECISION DATE:	**12 November 2014**	EXECUTIVE FORWARD PLAN REFERENCE: E 2700
TITLE:	**Capital approval – Environmental Services – Haycombe Cemetery**	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Please list all the appendices here, clearly indicating any which are exempt and the reasons for exemption		

1 THE ISSUE

1.1 £100K capital was provisionally approved within the February 2014 Budget Report for improvements at Haycombe Cemetery – florist & refreshments. This report is seeking approval to release these funds to commission required works.

2 RECOMMENDATION

2.1 That approval is given to release the £100K capital allocated to Haycombe Cemetery and Crematorium to carry out improvement works here, that will improve the experience for visitors and give the potential to provide flowers and refreshments on site.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

3.1 The £100k capital budget is funded by Service Supported Borrowing which will be paid back over 10 years from within the Bereavement Services revenue budget by a forecast increase in service income as a result of these improvements.

3.2 The potential VAT impacts of the capital investment included in this report have been reviewed by the Council's VAT accountant. The investment will add pressure to the Council's VAT partial exemption position in 2014/15, which will continue to be monitored closely during the remainder of the financial year.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

4.1 Planning approvals will be sought as necessary.

5 THE REPORT

5.1 The cemetery and crematorium are in need of improvement works to enhance the visitor experience, to allow for increased business and to enable this facility to compete with private sector facilities in neighbouring areas.

5.2 The modernisation and improvement works will allow the Council to provide a floral service for mourners within the reception area, and gives the potential to provide additional refreshments on site should a viable business case be proven, as there will be additional seating and an increased covered area to protect mourners from the weather.

6 RATIONALE

6.1 The facilities (other than the crematorium building itself) are not modern. The reception area does not provide for a good customer experience. The layout is not ideal for efficient working, nor does it give privacy for relatives in what can be difficult and emotional circumstances. There is a real need to modernise the facilities in order to enhance our services and to be able to offer additional facilities such as a floral service, and refreshments.

7 OTHER OPTIONS CONSIDERED

7.1 Various café options have been considered and will be regularly reviewed.

8 CONSULTATION

8.1 The Cabinet Member for Neighbourhoods has been consulted.

9 RISK MANAGEMENT

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

Contact person	*Carol Maclellan 01225 394106.*
Background papers	*List here any background papers not included with this report, and where/how they are available for inspection.*
Please contact the report author if you need to access this report in an alternative format	

Bath & North East Somerset Council		
MEETING/ DECISION MAKER:	**Cabinet**	
MEETING/ DECISION DATE:	**12 November 2014**	EXECUTIVE FORWARD PLAN REFERENCE: E 2711
TITLE:	**Bath and West Community Energy Co-Operation Agreement Renewal**	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Bath & North East Somerset Council and Bath & West Community Energy Cooperation Agreement		

1 THE ISSUE

1.1 The existing Cooperation Agreement with BWCE, adopted by Cabinet on the 12th October 2011, has enabled strong partnership working between the Council and BWCE from 2011 to 2014. This proposal is to renew the updated Cooperation Agreement for five years. The Council's work with BWCE has been recognised as a national exemplar for supporting community energy, for example by inclusion in a conference speech by Ed Davey in September 2014.

2 RECOMMENDATION

2.1 That Cabinet renews the BWCE Cooperation Agreement for five years, until November 2019.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

3.1 The Cooperation Agreement contains no financial or property obligations, stating only that the Council and BWCE may work together to investigate the potential for funding mechanisms or projects on Council property, subject to a separate decision-making process in each case. For example, the opportunity for further investment to create an income for the Council whilst supporting community energy, building on the experience of the Green Investment and Jobs Fund.

3.2 Continuation of the Cooperation Agreement will require a continuation of a limited amount of officer time from the Sustainability Team, resourced within existing budgets and staff capacity.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

4.1 Sustainability: As set out in the report, the BWCE Cooperation Agreement is a significant part of the Council's strategic response to climate change. It will facilitate the Council's commitment in the Environmental Sustainability & Climate Change Strategy to provide the leadership to reduce carbon emissions across the area by 45% by 2026. It will also help meet the target in the adopted Core Strategy to install 110MW renewable electricity and 165MW renewable heat by 2029.

4.2 Equality: The provisions in the Equality Impact Statement submitted to Cabinet on the 12th October 2011 with the original Cooperation Agreement are still relevant for the renewed Cooperation Agreement. The Equality Impact Statement can be found here. Whilst it is not foreseen that the Cooperation Agreement in itself will raise equality issues, future projects will be assessed for the need to address equality issues and when necessary will project-specific Equality Impact Statements will be produced.

4.3 Legal power: The legal power to work with BWCE is enshrined under Section 2 of the Local Government Act 2000 which gives B&NES the power to do anything which it considers is likely to achieve the promotion or improvement of the economic, social or environmental well-being of its area. This legal power was strengthened by Section 1 of the Localism Act 2011 which grants local authorities a general power of competence to do anything which individuals may generally do.

5 THE REPORT

5.1 The Council has a pivotal role in tackling climate change by reducing carbon emissions in the district. The Environmental Sustainability Partnership's Environmental Sustainability & Climate Change Strategy sets out three approaches to this, namely partnership working; leading by example and community enablement.

5.2 Our work with BWCE through the Cooperation Agreement follows all three of these strategic approaches. It provides a vehicle for leadership by enabling projects on our own land or through Council investment. It provides a new model for partnership working and also gives communities the chance to have a stake in renewable energy projects.

5.3 The Cooperation Agreement has been recognised as a pioneering way for local authorities to support community energy. The Agreement, plus the work that has taken place under its auspices, was a major factor in the Council's receipt of the Most Proactive Public Sector Body Award at the South West Green Energy Awards in 2013.

5.4 The Cooperation Agreement recognises that BWCE is unique in our area, as a not-for-profit organisation set up by local people. BWCE keeps the majority of the economic benefits in the area, through a local share-ownership model and importantly, the reinvestment of surplus revenues into the BWCE Community Fund. The Fund is now constituted as a Charity with an independent Board and has the ability to ring-fence revenues from individual projects for use by communities in the direct locality of the project. The Fund has received its first

£20,000 of renewable energy revenue and bids will soon be invited for local low carbon projects.

5.5 When the Cooperation Agreement was adopted in 2011, BWCE was recognised nationally as a pioneering community energy enterprise. Since then, this recognition has grown and BWCE has won a number of awards, including Community Energy Organisation of the Year at the UK's first community energy conference in September 2014.

5.6 As of April 2014, BWCE has raised £3.5m and installed 1.7MW of solar PV through its own projects and those of its partners. BWCE is in negotiation with developers about a further 10MW of solar PV as well as developing other solar, hydro and wind projects.

5.7 In addition to their own success, BWCE also mentors other community energy groups, partnering with them to provide technical and fundraising expertise. Whilst not in B&NES, Low Carbon Gordano (in North Somerset) is an example of this; with BWCE's guidance, they recently raised £2.2m in a local share offer for their solar project.

5.8 The Cooperation Agreement has been instrumental to BWCE's success. BWCE's first project was the installation of solar panels on the roofs of six B&NES schools which the Council helped to identify and facilitate. Lewis House now also hosts BWCE panels and further sites are being investigated. The Council's Performance Reward Grant in 2012 pump-primed BWCE, enabling them to secure further funds and covering important development costs.

5.9 Investment is the most recent way in which the Council has worked with BWCE. The Green Investment and Jobs Fund has been set up to provide a policy loan for local renewable energy projects to further a range of Council policy objectives, whilst generating a source of income for the Council and contributing to the creation of 'green' jobs. The first policy loan of £500k will be invested in the Wilmington Farm Solar Array, a BWCE community energy project. The loan will enable this project to happen and support the community share offer by overcoming the current market barrier to bank lending for community energy projects of this scale.

5.10 The renewal of the Cooperation Agreement would mean that the Council and BWCE would agree to continue to work together to identify and bring forward energy projects within the district, opportunities for joint research about community-based projects, opportunities for people in the area to invest and secure a return from projects and other funding opportunities.

5.11 The Cooperation Agreement attached is largely the same as the previous Agreement, with updates to strengthen the joint approach to community engagement and to underline the Council's "One Council" approach to working with BWCE. The new Agreement also reflects the stronger legal basis for the Cooperation Agreement with the passage of the Localism Act 2011.

The Cooperation Agreement with BWCE was a pioneering document which has since been used in other situations, for example in the joint working arrangements between Bath & North East Somerset Council and North Somerset Council.

6 RATIONALE

6.1 This Cooperation Agreement enables the Council and BWCE to work together to help:

a) B&NES deliver its Environmental Sustainability & Climate Change Strategy aim of providing the leadership to enable a 45% cut in district wide CO_2 emissions;

b) maximise the proportion of the District's 2020 renewable energy target in the draft Core Strategy that will be delivered using a strong community model;

c) build community resilience, for example, by alleviating the impact of rising fossil-fuelled energy prices, and retaining economic benefit locally;

d) establish a significant 'community fund' for re-investing in local energy projects in the area;

7 OTHER OPTIONS CONSIDERED

7.1 Working with commercial companies to deliver similar projects: Some other local authorities have various procurement arrangements with for-profit companies. However, in this case the profits from energy projects are not reinvested locally, representing less value for the area. The social benefits of local ownership of energy, community involvement in projects and the development of a local low carbon supply chain would also not be as fully realised.

7.2 Working with organisations that are similar to BWCE: We have not found any other local organisations who can provide the same benefits as BWCE of being non-profit, reinvesting revenues into a community fund and being owned by local people via community share offers (as noted, BWCE's uniqueness is also recognised at a national level through their receipt of several community energy awards). Our work would make us aware if there were any other organisations in the district offering similar benefits. For example, our Community Sustainability Officer coordinates a Community Energy Forum and works with the Stronger Communities team to support energy groups throughout the district, some of which are considering becoming enterprises (e.g. Transition Keynsham). We also monitor planning applications to make us aware if any community projects get to the delivery stage. Hopefully, similar enterprises will emerge as the national landscape for community renewables becomes more favourable and were such groups to form, we could consider invoking our Localism Act powers to work with them based on their ability to contribute to our policy objectives.

7.3 The Cooperation Agreement is not an exclusive agreement, and the Council can choose to pursue other options should it be in its interests to do so and would positively consider any other organisation's proposals that achieved the same aims.

8 CONSULTATION

8.1 For the renewed Cooperation Agreement, we have consulted with the Strategic Director for Resources Andrew Pate, Cllr Paul Crossley and Cllr David Martin. We

have also sought input and approval from Legal Services, who have provided revisions to the Cooperation Agreement.

8.2 To establish the original Cooperation Agreement, we brought the thinking behind working with BWCE to Informal Cabinet, the Parish Liaison Forum, PID Group, the Environmental Sustainability Partnership (which contains other public sector bodies), the Strategic Director for Resources & Support Services and the Chief Executive. We have worked with staff in Children's Services and Property Services to facilitate the school solar projects. We have worked extensively with Legal Services and Procurement to formulate the Cooperation Agreement. Legal Services drafted the Agreement.

9 RISK MANAGEMENT

9.1 The risks highlighted in the risk assessment submitted for the initial Cooperation Agreement in 2011are still current. The mitigation measures identified in the risk assessment are being undertaken and will continue to be implemented. The risk assessment can be found here.

Contact person	*Sara Grimes 01225 395418*
Background papers	• Bath & North East Somerset Council and Bath & West Community Energy Cooperation Agreement: available as an Appendix to this paper • Cabinet papers from October 2011 when initial Cooperation Agreement was adopted are available at the link here: http://moderngov/ieListDocuments.aspx?CId=122&MId=3241&Ver=4
Please contact the report author if you need to access this report in an alternative format	

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BATH & NORTH EAST SOMERSET COUNCIL AND
BATH & WEST COMMUNITY ENERGY COOPERATION AGREEMENT

This Cooperation Agreement is made on the _____ 2014

BETWEEN: Bath and North East Somerset Council of the Guildhall, High Street, BA1 5AW, United Kingdom ("**B&NES**");

AND: Bath & West Community Energy Ltd (Registered IPS number IP 30960R) of 33, Apsley Road, Bath BA1 3LP United Kingdom (**"BWCE"**)

Collectively referred to as the "**Parties**" and each a "**Party**".

1. Introduction

1.1. B&NES has a pivotal role in tackling climate change by reducing carbon emissions from its own estate and operations, encouraging and enabling its residents, businesses and visitors to reduce their carbon emissions and by achieving national priorities such as domestic energy efficiency and the deployment of renewable energy in a locally appropriate way.

1.2. Under Section 2 of the Local Government Act 2000 B&NES has the power to do anything which it considers is likely to achieve the promotion or improvement of the economic, social or environmental well-being of its area. Under Section 1 of the Localism Act 2011 B&NES also has a general power of competence to do anything which individuals may generally do.

1.3. BWCE is a community enterprise set up in 2010 by local people to develop community-based renewable energy and energy efficiency projects (Projects) within the Bath area. It is an Industrial and Provident Society established for the benefit of the Community. Further details are contained in the Appendix to this Agreement.

2. Purpose

The key purpose of this Agreement is to set out how the Parties will cooperate in order to:

2.1. Enable B&NES to deliver its commitments below:

a. The Public Services Board vision for the area to be a *"beautifully inventive and entrepreneurial 21st century place with a strong social purpose and a spirit of wellbeing"*

b. The Healthy and Sustainable Places theme in the Health & Wellbeing Strategy which seeks to build community resilience.

c. The Sustainable Communities theme in the Economic Strategy

d. The aim of the Environmental Sustainability Partnership (ESP) to provide the leadership for a 45% cut in district wide CO_2 emissions, as set out in the Environmental Sustainability & Climate Change Strategy.

e. The target in Policy CP3 of the adopted Core Strategy which is to facilitate the installation of 110MW of renewable heat and 165MW of renewable electricity capacity by 2029. CP3 states that a criterion for the assessment of renewable energy proposals is their contribution to significant community benefits.

f. The Economic, Environmental and Social Wellbeing principle in the Think Local Procurement Strategy which states that *'We will prioritise Social Value for our community. This means targeting opportunities for the local economy, providing for a sustainable future and supporting the vulnerable'*. The Procurement Strategy cites B&NES's work with BWCE as an exemplar of the Think Local approach, since BWCE provides social value for the District including supporting local green jobs by working with local contractors where possible.

2.2. Build community resilience, for example, by alleviating the impact of rising fossil-fuelled energy prices, and retaining economic benefit locally.

2.3. Continue the contribution of renewable energy revenues into the Bath & West Low Carbon Community Fund to support low carbon projects within the B&NES area (the District).

2.4. Support BWCE to become a robust and successful Community Enterprise

3. Identification and Development of Energy Projects and Other Opportunities

3.1. The Parties agree to work together to identify

3.1.1 Projects within the District.

3.1.2 Opportunities for joint research that will help underpin and make the case for maximising the proportion of the District renewable energy target delivered as community-based Projects

3.1.3 Opportunities for people living and or working in the District to invest and secure a return from Projects within the District

3.1.4 Further opportunities for joint working

3.2. B&NES will help BWCE to identify Projects on publicly owned estates and the River Avon and will facilitate working with ESP partners such as the Environment Agency.

3.3. BWCE will decide whether it wishes to take Projects forward and at its own cost prepare a budget and work plan, the contents of which will be submitted

for consideration at a later date by the Parties. If the Parties decide to implement a Project that Project will be the subject of separate agreements by them.

3.4. The Parties will consider opportunities for working together to test the level of interest for Projects amongst different target groups, for example, schools and communities.

3.5. BWCE will continue to provide advice to B&NES on energy issues throughout the District, at BWCE's discretion.

3.6. B&NES will continue to take a corporate approach to cooperating with BWCE across all Directorates and Services. This may include the facilitation of Projects through B&NES' strategic partnerships and bodies, and through strategic planning processes, if appropriate. This Agreement may also facilitate the incorporation of BWCE Projects into B&NES' capital projects.

3.7. This Agreement will not limit the scope of activities that could be considered and pursued in partnership to deliver B&NES long-term carbon reduction ambitions. Activities could include a broad range of energy services relating to energy efficiency and use, as well as energy generation.

3.8. Projects to be undertaken by BWCE will be subject to the same planning and development management regime as all other planning applications and will not be given preferential treatment as a result of this Agreement.

4. Procurement and Exclusivity

4.1. The Parties agree that they will be open and transparent on the procurement of services and goods for individual Projects.

4.2. The Parties will work together to identify any mechanisms under which BWCE may become a preferred partner with B&NES for related services and goods in the District as opportunities arise and will, where feasible and appropriate, support the development of related local supply chains and support local businesses by using labour and materials from within the District.

4.3. Where necessary or appropriate, a joint procurement process will be used to comply with EU procurement rules.

4.4. Both Parties reserve the right to work independently or with other organisations or partners on Projects within the District.

5. Investment

5.1. The Parties may work together to investigate the potential for other funding mechanisms, to be determined.

5.2. B&NES may consider investment in BWCE Projects, including appropriate policy loan investments on terms that are State Aid compliant.

6. Governance and accountability

6.1. A Steering Group will be established comprising two (2) representatives from B&NES and two (2) from BWCE with ad hoc attendance at Steering Group meetings as required.

6.2. The Steering Group will meet at least once annually to review progress on achieving the aims of this Agreement and work diligently to overcome barriers.

6.3. The Steering Group will be sponsored by a Strategic Director of B&NES, and chaired by a Divisional Director who may appoint an authorised representative.

6.4. Each Party will appoint a representative to oversee the administration and day-to-day running of the matters falling within the scope of this Agreement and bring any issues that arise to the attention of the Steering Group. Meetings of the Steering Group will be convened by the B&NES representative.

6.5. An annual report specific to this Cooperation Agreement will be jointly produced by the Parties by the end of August in each year. The report will set out the achievements of the Parties as well as any areas of concern and any proposal to update or amend this Agreement. This report will include an audited financial statement from BWCE to show how revenue has been allocated between the priorities listed in 6.6. a-d.

6.6. The Agreement is entered into on the understanding that BWCE will re-invest revenues it generates from Projects into the Bath & West Low Carbon Community Fund to support further local projects that contribute to carbon reduction in the area. The intention of the Parties is that Community Fund revenues accrued from Projects within the District will be reinvested only within the District. Investment into the Community Fund, in terms of amount and regularity, will be dependent on the availability of revenues once other higher priority commitments have first been satisfied by BWCE, and will be subject to review by the Steering Group. The priority of revenue allocation will be as follows:

a. Loan repayment
b. Payment of interest to BWCE members
c. Funding of continuation and development of BWCE
d. Payment into Bath & West Low Carbon Community Fund

7. Publicity, Communications and Community Engagement

7.1. The Parties will develop a joint communications plan and publicise the cooperation outlined in this Agreement and the wider importance, principles and benefits of Projects, in such a manner as agreed in writing by them.

7.2. All publicity material relating to this Agreement or any of the joint work referred to within it will be agreed in writing by both Parties.

7.3. The Parties will work together to maximise community involvement and community benefits from renewable energy. This includes raising awareness of renewable energy and utilising existing community forums, for example the Connecting Communities programme. As part of this, the Parties will share plans for community engagement around renewable energy in Bath and North East Somerset at an early stage to ensure that the relevant stakeholders are informed and to enable a coordinated approach if desirable.

8. Term and Variation of this Agreement

8.1. This Agreement will remain in force for a period of 5 years from the date on which it is signed by both Parties. The Parties may agree in writing to extend the term of this Agreement on an annual basis for up to a maximum of two additional years.

8.2. The Parties may vary this Agreement at any time upon their joint written agreement.

9. Costs

9.1. Any costs incurred in respect of this Agreement will be for the account of the Party incurring those costs.

10. Freedom of Information

10.1. BWCE acknowledges that B&NES is subject to the requirements of the Freedom Of Information Act and the Environmental Information Regulations and will assist and cooperate with B&NES (at BWCE's expense) to enable B&NES to comply with these Information disclosure requirements.

11. Status of Agreement

11.1. This Agreement is a statement of intent and does not create legal obligations between the Parties.

Signed

On behalf of B&NES:

Signature _____

Name _____

Position _____

On behalf of BWCE:

Signature _____

Name _____

Position _____

APPENDIX 1: BACKGROUND TO BATH & WEST COMMUNITY ENERGY:

Bath & West Community Energy (BWCE) is a community enterprise set up by local people to develop renewable energy and energy efficiency projects in the Bath area. It is an Industrial and Provident Society established for the benefit of the community and registered with the FSA.

Its founder directors bring a wealth of renewable energy, energy efficiency, community, legal and engineering experience and expertise.

Since it was founded in 2010, BWCE has installed a number of renewable energy projects both within and outside of the District including solar PV on six B&NES schools. As of July 2014 BWCE had garnered over £2.2m of investment in renewable energy and contributed over £20,000 of surplus profits into the Bath & West Low Carbon Community Fund which has been set up as an independent charity. BWCE has also provided a return of 7% per year to its member shareholders, 90% of whom are local residents. BWCE may in the future split into two enterprises; one to manage the project development side of their work, and one to manage capital projects.

In addition to this, BWCE has actively supported other community energy groups in the area and has had a strong input into national policy, such as DECC's Community Energy Strategy. BWCE's status as a leader in the community energy movement has been recognised through the receipt of national and regional awards.

The first three-year Cooperation Agreement between B&NES and BWCE covered the period October 2011 to October 2014. Full information on BWCE including their annual reports can be found at their website: www.bwce.coop.

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Bath & North East Somerset Council		
MEETING:	**Cabinet**	
MEETING DATE:	**12th November 2014**	
TITLE:	**Treasury Management Monitoring Report to 30th September 2014**	EXECUTIVE FORWARD PLAN REFERENCE: E 2652
WARD:	All	
AN OPEN PUBLIC ITEM		

List of attachments to this report:

Appendix 1 – Performance Against Prudential Indicators
Appendix 2 – The Council's Investment Position at 30th September 2014
Appendix 3 – Average monthly rate of return for 1st 6 months of 2014/15
Appendix 4 – The Council's External Borrowing Position at 30th September 2014
Appendix 5 – Arlingclose's Economic & Market Review Q2 of 2014/15
Appendix 6 – Interest & Capital Financing Budget Monitoring 2014/15
Appendix 7 – Summary Guide to Credit Ratings
Appendix 8 – Proposed amendments to the 2014/15 Treasury Management Strategy

1 THE ISSUE

1.1 In February 2012 the Council adopted the 2011 edition of the CIPFA Treasury Management in the Public Services: Code of Practice, which requires the Council to approve a Treasury Management Strategy before the start of each financial year, review performance during the year, and approve an annual report after the end of each financial year.

1.2 This report gives details of performance against the Council's Treasury Management Strategy and Annual Investment Plan 2014/15 for the first six months of 2014/15.

2 RECOMMENDATION

The Cabinet agrees that:

2.1 the Treasury Management Report to 30th September 2014, prepared in accordance with the CIPFA Treasury Code of Practice, is noted

2.2 the Treasury Management Indicators to 30th September 2014 are noted.

2.3 this Treasury Management Report and attached appendices are reported to November Council and December Corporate Audit Committee.

2.4 The proposed amendments to the 2014/15 Treasury Management Strategy set out in paragraphs 5.19-23 and Appendix 8 are reported to November Council for approval.

3 RESOURCE IMPLICATIONS

3.1 The financial implications are contained within the body of the report.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

4.1 This report is for information only.

5 THE REPORT

Summary

5.1 The average rate of investment return for the first six months of 2014/15 is 0.43%, which is 0.04% above the benchmark rate.

5.2 The Council's Prudential Indicators for 2014/15 were agreed by Council in February 2014 and performance against the key indicators is shown in **Appendix 1**. All indicators are within target levels, with the exception of one voluntary indicator, measuring the liquidity of the council's investments, as detailed in 5.13 and Appendix 1(8).

Summary of Returns

5.3 The Council's investment position as at 30th September 2014 is given in **Appendix 2**. The balance of deposits as at 30th June 2014 and 30th September 2014 are also set out in the pie charts in this appendix.

5.4 The Council is the accountable body for the West of England Revolving Investment Fund (RIF) and received grant funding of £57 million at the end of the 2011/12 financial year. The Council acts as an agent and holds these funds on behalf of the West of England Local Enterprise Partnership until they are allocated in the form of repayable grants to the constituent Local Authorities to meet approved infrastructure costs. Since these funds are invested separately from the Council's cash balances and have been placed short term with the Debt Management Office and other Local Authorities, they are excluded from all figures given in this report. The current value of the fund is £44.8 million.

5.5 Gross interest earned on investments for the first six months totalled £81k. Net interest, after deduction of amounts due to Schools, the West of England Growth Points, CHC and other internal balances, is £43k. **Appendix 3** details the investment performance, showing the average rate of interest earned over this period was 0.43%, which was 0.04% above the benchmark rate of average 7 day LIBID +0.05% (0.39%).

Summary of Borrowings

5.6 No new borrowing has taken place in the first half of 2014/15. The Council's total borrowing was £70 million as at the 30th September 2014. The Council's Capital Financing Requirement (CFR) as at 31st March 2014 was £153 million with a projected total of £215 million by the end of 2014/15 based on the capital programme approved at February 2014 Council. This represents the Council's

underlying need to borrow to finance capital expenditure, and demonstrates that the borrowing taken to date relates to funding historical capital spend.

5.7 Subsequent to the end of the reporting period, £8 million of borrowing was arranged on 2nd October with two Local authorities for a two year period. The borrowing was undertaken to replenish cash-flow used to fund a specific commercial estate investment opportunity.

5.8 Following Local Government Reorganisation in 1996, Avon County Council's residual debt is administered by Bristol City Council. All successor Unitary Authorities make an annual contribution to principal and interest repayment, for which there is a provision in the Council's revenue budget. The amount of residual debt outstanding as at 31st March 2014 apportioned to Bath & North East Somerset Council is £14.54m. Since this borrowing is managed by Bristol City Council and treated in the Council's Statement of Accounts as a deferred liability, it is not included in the borrowing figures referred to in paragraph 5.6.

5.9 The borrowing portfolio as at 30th September 2014 is shown in **Appendix 4**.

Strategic & Tactical Decisions

5.10 As shown in the charts at **Appendix 2**, investments continue to be focussed on UK banks and building societies that have either already or are likely to receive support from the UK Government should they experience financial difficulties. To increase diversification, the Council invests in AAA rated Money Market funds, with a balance of £3.7m invested in these as at 30th September 2014.

5.11 The Council continues to not hold any direct investments with banks in countries within the Eurozone reflecting both on the underlying debt issues in some Eurozone countries and the low levels of interest rates. The Council's investment counterparty list does not currently include any banks from Portugal, Ireland, Greece, Spain and Italy.

5.12 The Council's average investment return is running slightly above the budgeted level of 0.35%.

5.13 The Council has adopted a voluntary indicator of its exposure to liquidity risk, which is that the amount of cash available from maturing investments, to meet unexpected payments within a rolling three month period without additional borrowing, should not fall below £15m. The liquidity balance figure on 30th September 2014 was below the indicator (£9.85m). This was due to delaying the planned borrowing by a week in order to take advantage of short term inter-authority rates dropping at the beginning of each month. This borrowing of £8m was arranged on 2nd October at a lower cost than the market was offering during the previous weeks.

Future Strategic & Tactical Issues

5.14 Our treasury management advisors economic and market review for the second quarter 2014/15 is included in **Appendix 5**.

5.15 The Bank of England base rate has remained constant at 0.50% since March 2009. The stronger economic growth seen in the UK over the past six months is likely to use up spare capacity more quickly than previously assumed and the

Council's treasury advisors, Arlingclose, have brought forward their estimate of the timing for the first rise in Bank Rate to Q3 2015.

5.16 In their opinion, in addition to two MPC members having voted for a rate rise in August and September, the rhetoric from MPC members has certainly become more hawkish, but the lack of inflationary signals is expected to allow policymakers to hold off monetary tightening for longer than the market currently expects. However, the near-term risk is that the Bank Rate could rise sooner than anticipated.

5.17 The benefits of the Council's current policy of internal borrowing are monitored regularly against the likelihood that long term borrowing rates are forecast to rise in future years. The focus is now on the rate of increase and the medium-term peak and, in this respect, the current forecast is that rates will rise slowly and to a lower level than in the past.

5.18 Future borrowing is therefore likely to be driven by a need to maintain an appropriate working cash balance rather than any immediate changes to interest rates.

5.19 The UK is implementing the final bail-in provisions of the EU Bank Recovery and Resolution Directive to commence in January 2015, a year ahead of most other countries. Credit rating agencies have stated they plan to review EU banks' ratings in line with each country's implementation of the directive. Many UK banks have standalone ratings in the "BBB" category, with uplifts for potential government support taking them into the "A" category. Arlingclose advise there is therefore a realistic risk that some major UK banks' credit ratings will fall below A- this financial year if this uplift is removed.

5.20 The Council has two broad options to respond to this risk:

a) amend the Treasury Management Strategy to allow investment in lower rated UK banks, or

b) prepare to invest without using any of the major UK banks.

5.21 Although it may be possible to operate without these banks, by investing more money in Money Market Funds, for example, Arlingclose have stated that they may continue to advise on investments in the major UK banks if they become rated BBB+.

5.22 It is therefore recommended that the Council is asked to respond by preparing to amend the 2014/15 Treasury Management Strategy in line with the changes shown at **Appendix 8** in order to be able to respond to the changes that may occur in January 2015.

5.23 The s.151 Officer will consider the investment advice provided by Arlingclose at the time of any ratings change, should it occur, before any investments are made with potentially affected UK counterparties.

Budget Implications

5.24 A breakdown of the revenue budget for interest and capital financing and the forecast year end position based on the period April to September is included in **Appendix 6**. This is currently forecast to remain on target for 2014/15.

5.25 This position will be kept under review during the remainder of the year, taking into account the Council's cash-flow position and the timing of any new borrowing required.

6 RATIONALE

6.1 The Prudential Code and CIPFA's Code of Practice on Treasury Management requires regular monitoring and reporting of Treasury Management activities.

7 OTHER OPTIONS CONSIDERED

7.1 None.

8 CONSULTATION

8.1 Consultation has been carried out with the Cabinet Member for Community Resources, Section 151 Finance Officer, Chief Executive and Monitoring Officer.

8.2 Consultation was carried out via e-mail.

9 RISK MANAGEMENT

9.1 The Council's lending & borrowing list is regularly reviewed during the financial year and credit ratings are monitored throughout the year. All lending/borrowing transactions are within approved limits and with approved institutions. Investment and Borrowing advice is provided by our Treasury Management consultants Arlingclose.

9.2 The CIPFA Treasury Management in the Public Services: Code of Practice requires the Council nominate a committee to be responsible for ensuring effective scrutiny of the Treasury Management Strategy and policies. The Corporate Audit Committee carries out this scrutiny.

9.3 In addition, the Council maintain a risk register for Treasury Management activities, which is regularly reviewed and updated where applicable during the year.

Contact person	*Tim Richens - 01225 477468 ; Mark Angus - 01225 477180 Tim_Richens@bathnes.gov.uk Mark_Angus@bathnes.gov.uk*
Background papers	*2014/15 Treasury Management & Investment Strategy* *1st Quarter Treasury Performance Report (Cabinet)*
Please contact the report author if you need to access this report in an alternative format	

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APPENDIX 1
Performance against Treasury Management Indicators agreed in Treasury Management Strategy Statement

1. Authorised limit for external debt
These limits include current commitments and proposals in the budget report for capital expenditure, plus additional headroom over & above the operational limit for unusual cash movements.

	2014/15 Prudential Indicator	**2014/15 Actual as at 30th Sep. 2014**
	£'000	£'000
Borrowing	215,000	70,000
Other long term liabilities	2,000	0
Cumulative Total	**217,000**	**70,000**

2. Operational limit for external debt
The operational boundary for external debt is based on the same estimates as the authorised limit but without the additional headroom for unusual cash movements.

	2014/15 Prudential Indicator	**2014/15 Actual as at 30th Sep. 2014**
	£'000	£'000
Borrowing	177,000	70,000
Other long term liabilities	2,000	0
Cumulative Total	**179,000**	**70,000**

3. Upper limit for fixed interest rate exposure
This is the maximum amount of total borrowing which can be at fixed interest rate, less any investments for a period greater than 12 months which has a fixed interest rate.

	2014/15 Prudential Indicator	**2014/15 Actual as at 30th Sep. 2014**
	£'000	£'000
Fixed interest rate exposure	**177,000**	**50,000***

* The £20m of LOBO's are quoted as variable rate in this analysis as the Lender has the option to change the rate at 6 monthly intervals (the Council has the option to repay the loan should the rate increase).

4. Upper limit for variable interest rate exposure
While fixed rate borrowing contributes significantly to reducing uncertainty surrounding interest rate changes, the pursuit of optimum performance levels may justify keeping flexibility through the use of variable interest rates. This is the maximum amount of total borrowing which can be at variable interest rates.

	2014/15 Prudential Indicator	2014/15 Actual as at 30th Sep. 2014
	£'000	£'000
Variable interest rate exposure	**127,000**	**20,000**

5. Upper limit for total principal sums invested for over 364 days
This is the maximum amount of total investments which can be over 364 days. The purpose of this indicator is to control the Council's exposure to the risk of incurring losses by seeking early repayment of its investments.

	2014/15 Prudential Indicator	2014/15 Actual as at 30th Sep. 2014
	£'000	£'000
Investments over 364 days	**50,000**	**0**

6. Maturity Structure of borrowing
This indicator is set to control the Council's exposure to refinancing risk.

	Upper Limit	Lower Limit	2014/15 Actual as at 30th Sep. 2015
	%	%	%
Under 12 months	50	Nil	29*
12 months and within 24 months	50	Nil	0
24 months and within 5 years	75	Nil	0
5 years and within 10 years	100	Nil	0
10 years and above	100	Nil	71

* The CIPFA Treasury management Code now requires the prudential indicator relating to Maturity of Fixed Rate Borrowing to reference the maturity of LOBO loans to the earliest date on which the lender can require payment, i.e. the next call date (which are at 6 monthly intervals for the £20m of LOBO's). However, the Council would only consider repaying these loans if the Lenders exercised their options to alter the interest rate.

7. Average Credit Rating
The Council has adopted a voluntary measure of its exposure to credit risk by monitoring the weighted average credit rating of its investment portfolio. A summary guide to credit ratings is set out at **Appendix 7**.

	2014/15 Prudential Indicator	2014/15 Actual as at 30th Sep. 2014
	Rating	Rating
Minimum Portfolio Average Credit Rating	**A**	**AA**

8. Liquidity

The Council has adopted a voluntary measure of its exposure to liquidity risk by monitoring the amount of cash available to meet unexpected payments within a rolling three month period, without additional borrowing.

	2014/15 Prudential Indicator	2014/15 Actual as at 30th Sep. 2014
Total cash available within 3 months	**£15m**	**£9.85m**

The above indicator is a voluntary indicator the Council has chosen to maintain. The liquidity balance figure on 30th September 2014 was below the indicator (£9.85m). This was due to delaying the planned borrowing by a week in order to take advantage of short term inter-authority rates dropping at the beginning of each month. This borrowing of £8m was arranged on 2nd October at a lower cost than the market was offering during the previous weeks.

APPENDIX 2

The Council's Investment position at 30th September 2014

The term of investments, from the original date of the deal, are as follows:

	Balance at 30th Sep. 2014
	£'000's
Notice (instant access funds)	4,850
Up to 1 month	0
1 month to 3 months	0
Over 3 months	5,000
Total	**9,850**

The investment figure of £9.850 million is made up as follows:

	Balance at 30th Sep. 2014
	£'000's
B&NES Council	-8,401
B&NES CHC	9,572
West Of England Growth Points	688
Schools	7,991
Total	**9,850**

The Council had an average net positive balance of £37.7m (including Growth Points & B&NES CHC Funding) during the period April 2014 to September 2014.

Chart 1: Council Investments (£9.85m) as at 30th Sept 2014

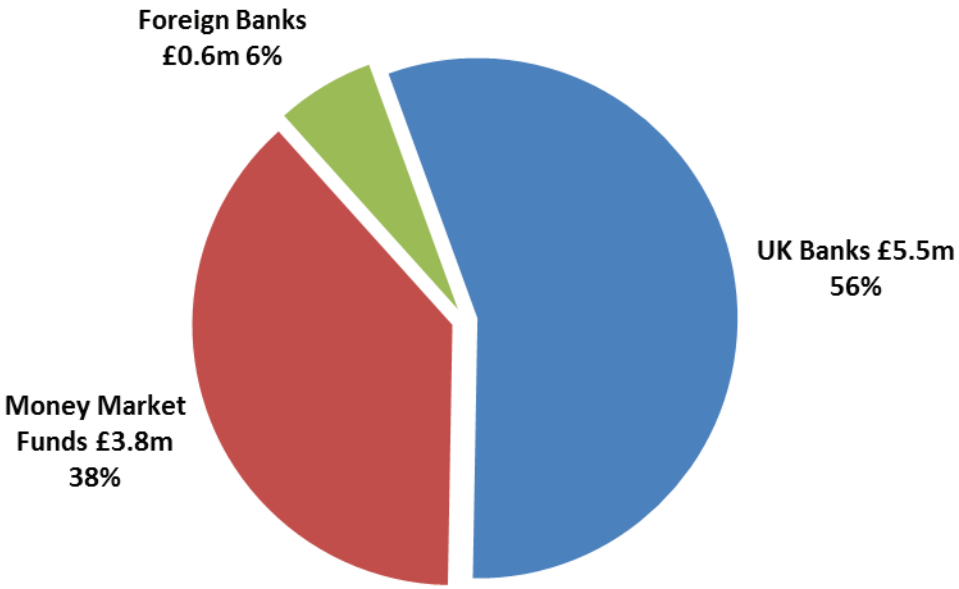


Chart 2: Council Investments (£37.0m) as at 30th June 2014

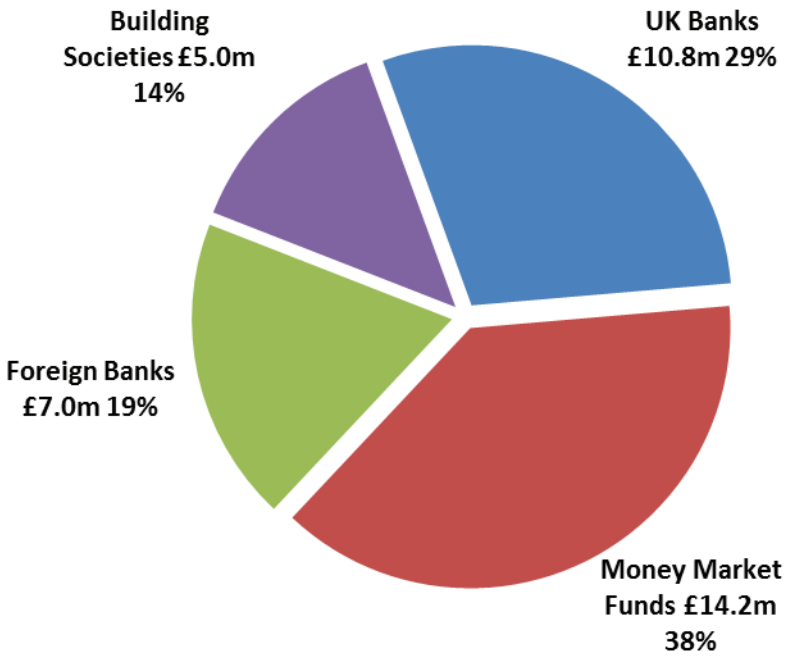


Chart 3: Council Investments per Lowest Equivalent Long-term Credit Ratings (£9.85m) 30th Sept 2014

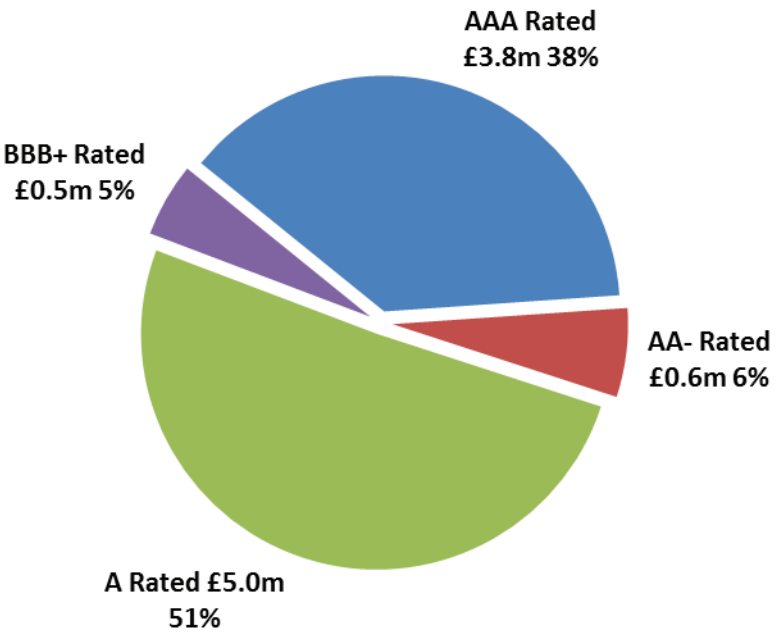
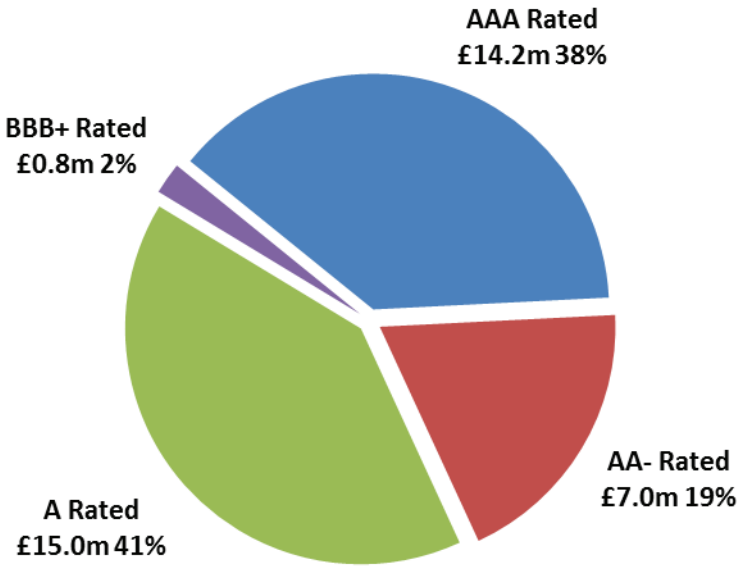


Chart 4: Council Investments per Lowest Equivalent Long-term Credit Ratings (£37.0m) 30th June 2014



APPENDIX 3

Average rate of return on investments for 2014/15

	April %	May %	June %	July %	Aug %	Sep %	Average for Period
Average rate of interest earned	0.40	0.43	0.44	0.47	0.42	0.42	**0.43%**
Benchmark = Average 7 Day LIBID rate +0.05% (source: Arlingclose)	0.39	0.39	0.40	0.39	0.40	0.40	**0.39%**
Performance against Benchmark %	+0.01	+0.04	+0.04	+0.08	+0.02	+0.02	**+0.04%**

APPENDIX 4

Councils External Borrowing at 30th September 2014

LONG TERM	Amount	Start Date	Maturity Date	Interest Rate
PWLB	10,000,000	15/10/04	15/10/35	4.75%
PWLB	5,000,000	12/05/10	15/08/35	4.55%
PWLB	5,000,000	12/05/10	15/08/60	4.53%
PWLB	5,000,000	05/08/11	15/02/31	4.86%
PWLB	10,000,000	05/08/11	15/08/29	4.80%
PWLB	15,000,000	05/08/11	15/02/61	4.96%
KBC Bank N.V*	5,000,000	08/10/04	08/10/54	4.50%
KBC Bank N.V*	5,000,000	08/10/04	08/10/54	4.50%
Eurohypo Bank*	10,000,000	27/04/05	27/04/55	4.50%
TOTAL	**70,000,000**			
TEMPORARY	**NIL**			
TOTAL	**70,000,000**			**4.71%**

*All LOBO's (Lender Option / Borrower Option) have reached the end of their fixed interest period and have reverted to the variable rate of 4.50%. The lender has the option to change the interest rate at 6 monthly intervals, however at this point the borrower also has the option to repay the loan without penalty.

APPENDIX 5

Economic and market review for July to September 2014 (provided by Arlingclose)

Growth and Inflation: The recent strong performance of the UK economy continued with output growing at 0.8% in Q1 2014 and at 0.9% in Q2. The services sector once again grew strongly. On the back of strong consumption growth, business investment appeared to be recovering quickly, albeit from a low base. The annual CPI inflation rate fell to 1.5% year-on-year in August.

Revisions to the GDP methodology, now compliant with the European System of Accounting 2010, mean that growth is now estimated to be 2.7% above its pre-recession peak in Q1 2008 rather than just 0.2% higher, the general theme being that the recession was not as deep and the recovery was earlier than initially estimated. In anticipation of these revisions, the MPC has forecast growth at 3.4% in 2014.

Unemployment: The labour market continued to improve, with strong employment gains and the headline unemployment rate falling to 6.2%. However, earnings growth remained very weak, rising just 0.6% for the three months May-July 2014 when compared to the same period a year earlier. The growth in employment was masked by a large number of zero-hour contracts and involuntary part-time working.

UK Monetary Policy: The MPC made no change to the Bank Rate of 0.5% and maintained asset purchases at £375bn. However, there was a marked shift in tone from the Bank of England's Governor and other MPC members. In his Mansion House speech in June Governor Mark Carney warned that interest rates might rise sooner than financial markets were expecting. Following some mixed messages from Governor Carney later in the summer, the minutes of the August and September MPC meetings revealed a split vote with regards to the Bank Rate. Ian McCafferty and Martin Weale voted to increase Bank Rate by 0.25%, arguing economic circumstances were sufficient to justify an immediate rise. The MPC emphasised that when Bank Rate did begin to rise, it was expected to do so only gradually and would likely remain below average historical levels for some time to come.

In the Bank of England's August Inflation Report the Bank forecast growth to be around 3½% in 2014, easing back thereafter to around its pre-crisis historical average rate. Inflation was forecast to remain at, or slightly below, 2% before reaching the target at the end of the 2-year forecast period.

The Bank's Financial Policy Committee also announced a range of measures to cool the UK's housing market to avert the potential of spiralling house prices derailing a sustainable economic recovery. Key recommendations included lenders stress-testing mortgage applicants can cope with a 3% rise in interest rates; putting a 15% cap on the number of mortgages at more than 4.5 times the borrower's income; and a separate Treasury pledge banning anyone applying for a loan through the Help to Buy scheme borrowing more than 4.5 times their income. The Prudential Regulation Authority also announced that it intends to consult on capital requirements for mortgages.

The result of the Scottish referendum in the end was close, but not as close as many believed it might be. However, the political upheaval set in motion (the Prime Minister's linking of a more devolved Scotland to giving greater powers to English MPs over English-only legislation, the prospect of Scotland's potential freedom to raise taxes not being replicated elsewhere in the UK) is arguably likely to be just as problematic in the run-up to and beyond next year's general election.

Eurozone inflation continued to fall towards zero (HICP inflation registered just 0.3% in September), and there was mounting evidence that the already feeble recovery was losing pace. The unemployment rate remained stubbornly high at 11.5%. The European Central Bank lowered its official benchmark interest rate from 0.15% to 0.05%. The rate it pays on commercial bank balances held with it was also cut further into negative territory from -0.1% to -0.2% and the Marginal Lending Facility rate cut further to 0.3%. The ECB also announced a programme of acquiring Asset Backed Securities (ABS) from banks in an effort to encourage lending which was viewed as being one step away from full blown

Quantitative Easing (QE) adopted by the US, UK and Japanese central banks. The minutes of the Bank of England's MPC meeting in September noted that "*weakness in the euro area had been the most significant development during the month"* and that, if it led once again to uncertainty about the sustainability of euro-area public and external debt, it could damage confidence and disrupt financial markets

There was no change from the US Federal Reserve as the central bank kept policy on its current track with a reduction in asset purchases by $10 billion per month. Asset purchases are expected to end by October 2014, expectations therefore turned towards the timing of rate increases. The US economy rebounded strongly in Q2 with annualised growth of 4.6%.

Market reaction: Gilt yields have continued to decline and hit a financial year low at the end of August, before ticking upwards in the run up to the Scottish referendum. What has driven yields lower is a combination of factors but the primary drivers have been the escalation of geo-political risk within the Middle East and Ukraine alongside the slide towards deflation within the Eurozone (EZ).

APPENDIX 6

Interest & Capital Financing Costs – Budget Monitoring 2014/15 (April to September)

April to September 2014	YEAR END FORECAST			ADV/FAV
	Budgeted Spend or (Income) £'000	Forecast Spend or (Income) £'000	Forecast over or (under) spend £'000	
Interest & Capital Financing				
- Debt Costs	3,862	3,862	0	
- Internal Repayment of Loan Charges	(8,182)	(8,182)	0	
- Ex Avon Debt Costs	1,388	1,388	0	
- Minimum Revenue Provision (MRP)	6,120	6,120	0	
- Interest on Balances	(110)	(110)	0	
Sub Total - Capital Financing	**3,078**	**3,078**	**0**	

APPENDIX 7

Summary Guide to Credit Ratings

Rating	Details
AAA	Highest credit quality – lowest expectation of default, which is unlikely to be adversely affected by foreseeable events.
AA	Very high credit quality - expectation of very low default risk, which is not likely to be significantly vulnerable to foreseeable events.

A	High credit quality - expectations of low default risk which may be more vulnerable to adverse business or economic conditions than is the case for higher ratings.
BBB	Good credit quality - expectations of default risk are currently low but adverse business or economic conditions are more likely to impair this capacity.
BB	Speculative - indicates an elevated vulnerability to default risk, particularly in the event of adverse changes in business or economic conditions over time.
B	Highly speculative - indicates that material default risk is present, but a limited margin of safety remains. Capacity for continued payment is vulnerable to deterioration in the business and economic environment.
CCC	Substantial credit risk - default is a real possibility.
CC	Very high levels of credit risk - default of some kind appears probable.
C	Exceptionally high levels of credit risk - default is imminent or inevitable.
RD	Restricted default - indicates an issuer that has experienced payment default on a bond, loan or other material financial obligation but which has not entered into bankruptcy filings, administration, receivership, liquidation or other formal winding-up procedure, and which has not otherwise ceased operating.
D	Default - indicate san issuer that has entered into bankruptcy filings, administration, receivership, liquidation or other formal winding-up procedure, or which has otherwise ceased business.

APPENDIX 8

Proposed amendments to the 2014/15 Treasury Management Strategy

Approved Investment Counterparties

The Council may invest its surplus funds with any of the counterparties in the flowing table, subject to the cash and time limits shown:

<table>
<tr><th colspan="2">Counterparty</th><th>Cash limit</th><th>Time limit</th></tr>
<tr><td rowspan="8">UK Banks and other organisations and securities whose lowest published long-term credit rating from Fitch, Moody’s and Standard & Poor’s is:</td><td>AAA</td><td rowspan="6">£15m each</td><td rowspan="2">10 years</td></tr>
<tr><td>AA+</td></tr>
<tr><td>AA</td><td rowspan="2">5 years</td></tr>
<tr><td>AA-</td></tr>
<tr><td>A+</td><td rowspan="2">2 years</td></tr>
<tr><td>A</td><td>£10m each</td></tr>
<tr><td>A-</td><td>£5m each</td><td>18 months</td></tr>
<tr><td>BBB+</td><td>£5m each</td><td>100 days</td></tr>
</table>

Non-Specified Investments

Any investment not meeting the definition of a specified investment is classed as non-specified. The Council does not intend to make any investments denominated in foreign

currencies, nor any that are defined as capital expenditure by legislation, such as company shares. Non-specified investments will therefore be limited to long-term investments, i.e. those that are due to mature 12 months or longer from the date of arrangement, and investments with bodies and schemes not meeting the definition on high credit quality. Limits on non-specified investments are shown below.

	£m
Total long-term investments	50
Total investments without credit ratings or rated below A-	15
Total investments in foreign countries rated below AA+	0
TOTAL	**60**

Security: average credit rating

The Council has adopted a voluntary measure of its exposure to credit risk by monitoring the weighted average credit rating of its investment portfolio.

	2014/15
Minimum Portfolio average credit rating	A-

Bath & North East Somerset Council		
MEETING:	**Cabinet**	
MEETING DATE:	**12th November 2014**	EXECUTIVE FORWARD PLAN REFERENCE: E 2656
TITLE:	**Revenue and Capital Budget Monitoring, Cash Limits and Virements – April 2014 to September 2014**	
WARD:	All	
AN OPEN PUBLIC ITEM		

List of attachments to this report

Appendix 1: Revenue & Capital Monitoring Commentary
Appendix 2: Revenue Monitoring Statement: All Council Spending
Appendix 3: Capital Monitoring Statement: All Council Spending
Appendices 4(i) & 4(ii): Proposed Revenue Virements & Revised Revenue Cash Limits 2013/14
Appendices 5(i) & 5(ii): Capital Virements & Capital Programme by Portfolio 2014/15

1 THE ISSUE

1.1 This report presents the financial monitoring information for the Authority as a whole for the financial year 2014/15 to the end of September 2014.

2 RECOMMENDATION

The Cabinet agrees that:

2.1 Strategic Directors should continue to work towards managing within budget in the current year for their respective service areas, and to manage below budget where possible by not committing unnecessary expenditure, through tight budgetary control.

2.2 This year's revenue budget position as shown in Appendix 2 is noted.

2.3 The capital expenditure position for the Council in the financial year to the end of September and the year end projections detailed in Appendix 3 of this report are noted.

2.4 The revenue virements listed for approval in Appendix 4(i) are agreed.

2.5 The changes in the capital programme listed in Appendix 5(i) are noted.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

3.1 The financial implications are contained within the body of the report.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

4.1 The annual medium term financial planning process allocates scarce resources across services with alignment of these resources towards the Council's corporate priorities. This report monitors how the Council is performing against the financial targets set in February 2014 through the Budget setting process.

5 THE REPORT

5.1 The Budget Management Scheme requires that the Cabinet consider the revenue and capital monitoring position four times per year.

5.2 For revenue, where overspent, services are normally expected to seek compensating savings to try and bring budgets back to balance.

5.3 Appendix 1 highlights significant areas of forecast over and under spends in revenue budgets. Appendix 2 outlines the Council's current revenue financial position for the 2014/15 financial year to the end of September 2014 by Cabinet Portfolio. The current forecast outturn position is for an underspend of £672,000 which equates to 0.15% of gross budgeted spend (excluding Schools).

5.4 The Strategic Directors will continue to manage their budgets within the overall allocations approved by the Council.

5.5 The forecast outturn position includes the requirement for the delivery of £10.88m savings as part of the approved budget for 2014/15.

5.6 The Council's financial position, along with its financial management arrangements and controls, are fundamental to continuing to plan and provide services in a managed way, particularly in light of the medium term financial challenge. Close monitoring of the financial situation provides information on new risks and pressures in service areas, and appropriate management actions are then identified and agreed to manage and mitigate those risks.

5.7 Revenue budget virements which require cabinet approval are listed in Appendix 4(i). Technical budget adjustments are also shown in Appendix 4(i) for information purposes as required by the Budget Management Scheme.

5.8 Appendix 3 outlines the current position for the 2014/15 Capital budget of £110.883m (excluding contingency), with a current forecast spend of £90.223m which is £20.66m less than the budget, due to slippage into later years.

5.9 Previously approved changes to the capital programme are listed in Appendix 5(i), while Appendix 5(ii) provides the updated capital programme allocated by Portfolio.

6 RATIONALE

6.1 The report is presented as part of the reporting of financial management and budgetary control required by the Council.

7 OTHER OPTIONS CONSIDERED

7.1 None

8 CONSULTATION

8.1 Consultation has been carried out with the Cabinet Member for Community Resources, Strategic Directors, Section 151 Finance Officer, Chief Executive and Monitoring Officer.

9 RISK MANAGEMENT

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

9.2 The substance of this report is part of the Council's risk management process. The key risks in the Council's budget are assessed annually by each Strategic Director, with these risks re-assessed on a monthly basis as part of the budget monitoring process.

Contact person	*Tim Richens - 01225 477468 ; Jamie Whittard - 01225 477213* *Tim_Richens@bathnes.gov.uk Jamie_Whittard@bathnes.gov.uk*
Background papers	*Budget Management Scheme*
Please contact the report author if you need to access this report in an alternative format	

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Appendix 1

REVENUE BUDGET MONITORING APRIL 2014 TO SEPTEMBER 2014

1.1 Appendix 2 outlines the Council's current financial position for the 2014/15 financial year to the end of September 2014 by Cabinet Portfolio. The Appendix shows the current forecast outturn position is an underspend of £672,000, or 0.15% of the gross expenditure budget (excluding Schools).

1.2 Strategic Directors will work to manage their budgets within the overall budget allocations approved by the Council for the remainder of the financial year. This may include the development of mitigating actions as the financial year progresses.

1.3 The forecast outturn position includes the requirement for the delivery of £10.88m savings as part of the approved budget for 2014/15.

1.4 Within the current £672,000 forecast underspend figure, there are areas of over and under spending which are detailed below, along with any planned management actions being taken to reduce projected overspends.

1.5 **Leader's Portfolio – forecast £445,000 underspend**

The budget within this Portfolio includes the £500,000 additional income target from a Visitor Contribution scheme, which is not now achievable at the level anticipated. This is due to recent government legislation changes that would significantly reduce the anticipated yield from such a scheme.

This is offset against a higher than anticipated 2013/14 Housing Benefit Subsidy claim, which has now been received in 2014/15 and is £918,000 greater than the figure included in the 2013/14 accounts. In addition, there is a small overspend on salary costs within the Strategy & Performance Service.

1.6 **Community Resources Portfolio – forecast £1,224,000 underspend**

The forecast underspend on this portfolio is made up of the following variances:

Resources: There is a £76,000 overspend in Resources. Within this amount, there is a £255,000 forecast overspend within Resources Management owing to a one off cost of enabling proper coordination and phasing of managing savings, which once complete are due to achieve their target.

In addition, there is a £158,000 income shortfall in Commercial Estate caused by increased temporary voids and lease expiries, and a £55,000 overspend in Procurement due to high activity levels. These Resources overspends are partially off-set by a forecast underspend in salaries within Customer Services.

Corporate costs: £1,300,000 forecast underspend. This includes a £900,000 Pensions Deficit Recovery surplus, the £100,000 budget for Carbon Reduction payments no longer being required as the Council is not part of this scheme, and a £185,000 saving in pension deficit costs following the Council's early payment of its share. There is also an external audit fee rebate and a one-off Capitalisation Grant received that will not be used.

1.7 **Wellbeing Portfolio – forecast on target**

Although Fairer Contributions Income from personal contributions is now forecast to be £326,000 below budget (as these contributions and forecasts vary in line with the financial position of individual service users), the net spend on commissioning of Older People's Services after these contributions is currently forecast to be on target.

1.8 **Early Years, Children & Youth Portfolio – forecast £844,000 overspend**

Within this Portfolio, there is an overspend forecast in the budgets for direct payments for children in care, particularly in the Independent Fostering and Parent & Baby Unit budgets, due to increased cases in these volatile budgets. There is also a £100,000 forecast overspend resulting from the need to use agency staff with in the Children & Family Assessment & Intervention Team.

1.9 **Homes & Planning Portfolio – forecast £314,000 underspend**

The Council's revenue contribution in relation to the Disabled Facilities Grant work is forecast to be £225,000 lower than budget. This is mainly due to constraints in addressing a backlog, for which the service received an additional one off budget of £200k in 2014/15. Addressing this backlog is not within the control of the service as other parties contribute to the process, although the service is exploring ways of improving the situation. There are also £19,000 of underspends forecast in other areas of Housing services

Within Building Control & Land Charges, after offsetting pressures within the service, there is a £70,000 net underspend forecast as a result of additional Planning income.

1.10 **Sustainable Development Portfolio – forecast £30,000 overspend**

The £200,000 savings target in Tourism & Destination Management is unlikely to be achieved. A review of budgets within this service is being undertaken to help mitigate this. Heritage income is again going very well and is forecast to be £186,000 over budgeted level. There are also several small overspends within Economy & Culture, which results in a small net overspend forecast for the overall Portfolio.

1.11 **Neighbourhoods Portfolio – forecast £513,000 overspend**

Within Environmental Services, there is a £350,000 forecast overspend in Waste Services, due to the cost of higher disposal tonnages, and an £80,000 shortfall in income with Parks & Grounds due to the underachievement of rents and sponsorship.

In addition, there is an overspend of £107,000 currently forecast in Libraries, where service redesign work is currently underway, but the delayed implementation will only realise half of the £255,000 savings target in 2014/15. The overspends within the Portfolio are partially mitigated by a small underspend of staffing costs within Community Safety.

1.12 **Transport Portfolio – forecast £76,000 underspend**

There is a £100,000 underspend in Passenger & Public Transport due to lower concessionary fare users and supported bus service contingency, and a £92,000 underspend in Parking mainly due to salary savings and increased revenue from off-street parking. This is being partly used to mitigate emerging pressures in Transport Planning & Policy of £116,000.

1.13 The Council has requested that the delivery of the key savings for the 2014/15 budget, including potential impacts, should be included as part of the regular budget monitoring. The following table provides a narrative on key savings:

Description of Saving	**Target Saving Amount £'000**	**Amount Achieved to date £'000**	**Comments on saving including any service impacts or service user impacts**
Wellbeing			
Social Care savings	1,064	689	2 Targets: £689,000 through targeted reductions and negotiated contract amendments already achieved, plus £375,000 from reduced residential care from increased preventative services is on track but still subject to negotiation.
In partnership with Sirona Care & Health, further efficiency savings.	868	868	Core contract savings £293,000 achieved, plus further efficiencies of £575K through service redesign achieved through service restructuring and agreed through a variation to the 2014/15 contract baseline value.

Early Years, Children & Youth			
Connexions – Discontinuation of current form of service	480	480	Achieved. Contractual notice served to LPW and merged service in place.
Leader			
Visitor Contribution	500	0	This was a target for additional income to be derived by charging a voluntary contribution on visitors to Bath. Due to recent government legislation, this target will not be delivered as the scheme cannot be implemented as planned.
Corporate Procurement	200	150	This target applies to procurement across the Council. Part achieved via renegotiation of a major contract and plans for the remainder are still being worked on.
ICT - Corporate - rationalisation, improved procurement & new ICT Strategy (£500k), insourcing (£100k) and removal of transformation budget (£200k).	800	800	Continuation of £350k target achieved in 2013/14. Plans for delivering this target are in place and on target.
Neighbourhoods			
Libraries - to deliver the services differently in the future with support from our emerging Community Library Programme.	255	128	Plans in place for delivery but a 6 months delay in implementation is envisaged.
Community Resources			
Property Services – reduction in staffing levels.	230	230	Continuation of 2013/14 savings. 2014/15 plans are on target.
Property Services – increased revenue income through investment in Commercial properties	250	250	The Council wishes to invest in properties with secure returns that exceed those available through usual treasury management opportunities. A property was purchased in August and rental income arising from that purchase has contributed towards the achievement of this target.
Sustainable Development			
Heritage Services – Additional net profit over three years in line with the Heritage Services Business Plan	450	450	2 Targets: £250,000 as per Business Plan plus a £200,000 stretched profit target. Currently forecast on target anticipating that this will be met.

Identification of further Commercial activity for Heritage and related services.	200	0	Possibilities are being looked at and recommendations will follow in coming months as a result of a review of opportunities. This saving is unlikely to be achieved in 2014/15, however there is sufficient additional forecast net profit from the Heritage service to compensate for this.
Destination Management Saving	200	0	Saving will not be achieved. Review of all budget lines within Destination Management budgets to be undertaken.

CAPITAL BUDGET MONITORING – APRIL 2014 TO SEPTEMBER 2014

2.1 The approved Capital Programme for 2014/15 is currently £111.663m, and is detailed in Appendix 5(ii). Changes to the Capital Programme since September Cabinet are shown highlighted in Appendix 5(i).

Progressing Capital Projects Updates

2.2 **Bath Western Riverside.** Phase 1 is complete and all residences are fully occupied and the construction of all remaining phases on Crest land (up to 813 dwellings) has commenced. The Destructor Bridge Easement Agreement is in place with the Canals and River Trust to enable replacement of the bridge. The Gas holder demolition completes in October 2014 and building 17 has also been handed over to Curo for occupation of a further 58 Affordable Homes.

2.3 **London Road** Contractor appointed and works underway with target completion of Spring 2015. The budget increased by £80,000, funded from s106 contributions, to cater for cycling improvements. A further budget increase of £219,000 is also confirmed for various scope increases and adjustments, including the addition of north footway works between the Cleveland Place and Snow Hill junctions**.**

2.4 **Rossiter Road** Work commenced in July and costs are on target. Further highway maintenance is also being carried out concurrently and the Contractor is currently producing a new programme.

2.5 **Victoria Bridge** Assembly of the super structure has been successfully completed. The bridge has now been released from the temporary truss and is supporting its own weight. The next major operation is removal of the temporary truss which will require a 3-week bridge closure from the start of November. The target completion for the works is the end of 2014.

2.6 **Bath Flood Mitigation** Planning and listed building consent applications have been submitted, with a Planning decision expected in January 2015. Detailed design and contractor procurement is underway, and construction works are due to start in mid 2015. Written confirmation of Local Levy and Flood Defence Grant in Aid funding is awaited from the Environment Agency (EA) following verbal approval provided last month by EA Project Appraisal Board.

2.7 **Bath Transport Package**

(1) **Lansdown** This has been completed**.**

(2) **Newbridge Park & Ride** It is anticipated the expansion area will be open by end of November 2014, and the facilities building will be complete in early 2015.

(3) **Stall St/ Lower Borough Walls –** access restrictions and street works will now commence early in 2015 with completion by summer 2015 (the works have been delayed awaiting the completion of the Gainsborough Hotel).

(4) **Real Time Information** - Although now fully installed, this will not commence until Spring 2015 as we ensure all systems are fully tested before becoming operational.

(5) **Bus Stops** - over 75% of bus stops have been upgraded and the programme is expected to complete around summer 2015.

(6) **Bus Shelters** - 70 shelters have been installed, and another 20 are planned before the end of 2014. The remaining shelters will be installed between March and August 2015.

2.8 **Gypsy and Traveller Sites** The authorisation of pre-commencement works means the development is currently ahead of schedule, and the exchange of contracts is expected imminently. Forecast spend is within approved budget.

2.9 **Kelston Road** Progress is ahead of the original programme. The Council expects to reopen the road before Christmas and costs to be within the revised, approved budget. On site works include completion of the temporary access road and first row of piles have now been installed. To enable the road to reopen at the earliest date, other works such as the improved drainage system and rebuilding the retaining wall is progressing simultaneously.

2.10 **Norton Radstock Regeneration (NRR) Infrastructure** This is progressing to plan and the construction of new link road is well underway. The foundations are complete, and the new curbs and pavements are under construction. The surfacing is due to be completed during November
.

2.11 **River Corridor Fund** These projects are progressing to plan. This includes the granting of funding for Minerva Rowing Club and the scope has been defined for river railings near Widcombe Lock. A designer has been appointed for security devices, the scope and location have been agreed for the river greening trial and consultants have been appointed for Radial Gates options.

2.12 **Digital B&NES** Survey work has started in Bath and Somerset, and the Council is liaising with British Telecom and Parish councils. Wireless Broadband discussions are underway with a potential provider for the centre of Bath.

2.13 **Radstock Regeneration –** funding has been allocated to improve community facilities within Radstock. Small traffic management improvements have also been made

2.14 **Odd Down Playing Fields** The 3G pitch is complete and starting to take bookings. The changing rooms are in progress, and at this stage completion is expected on target with no issues.

2.15 **Keynsham New Build and Regeneration** The One Stop Shop has now reached completion and the Council now has full control of the building to complete the final IT installation and commissioning. Staff training and familiarisation is ongoing. The facility opened to the public in October as planned. The furniture is installed in the offices, with 3 floors of the North Block now handed over to the Council for IT desktop installation. The fit out of the server room is nearing completion, and the network is now live in the building. A number of the retail units are now being fitted out with the first unit due to open to the public during the first week of November.

2.16 **Weston All Saints Primary School** The KS2 classroom and kitchen extension projects have been completed. KS1 Classroom block build has commenced in September 2014, and is on target for completion in 2015.

2.17 **Castle Primary School** Classroom extension and the construction of Elliott Building effectively completed within budget.

2.18 **Paulton Infants School** Phase 3 of the works is completed within budget.

2.19 **St. Saviour's Primary School** Start on site is expected to be 17th November 2014 following the discharge of planning conditions.

2.20 **Universal Infant Free School Meals.** All schemes have been completed so ensure free school meal requirements were met from the start of term in September 2014.

2.21 Discussions are ongoing with the contractor in respect of the Rossiter Road, Newbridge Park & Ride, London Road and Keynsham Highways schemes in relation to operating difficulties. The aim is to ensure the contract delivery remains on track.

Bath & North East Somerset Council

APPENDIX 2

Portfolio Summary Monitor REVENUE SPENDING For the Period APRIL 2014 to SEPTEMBER 2014	CURRENT YEAR 2014/15 FORECAST OUTTURN					ADVERSE / FAVOURABLE
	Forecast Gross Expenditure	Forecast Gross Income	Net Forecast Actual	Annual Current Budget	Forecast over or (under) spend	
	£'000	£'000	£'000	£'000	£'000	
Leader	14,978	(7,350)	7,628	8,073	(445)	FAV
Community Resources	98,775	(96,799)	1,976	3,200	(1,224)	FAV
Wellbeing	107,621	(45,854)	61,766	61,766		ON TARGET
Early Years, Children & Youth	158,514	(129,513)	29,002	28,157	844	ADV
Homes & Planning	7,661	(2,909)	4,752	5,066	(314)	FAV
Sustainable Development	15,274	(17,824)	(2,551)	(2,581)	30	ADV
Neighbourhoods	31,882	(10,126)	21,756	21,243	513	ADV
Transport	25,638	(19,109)	6,528	6,604	(76)	FAV
TOTAL COUNCIL	460,343	(329,485)	130,857	131,529	(672)	FAV

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Capital Monitoring Statement: All Council Spending **Appendix 3**

Capital Monitor Apr 2014/15 - Sep 2014/15 Summary by Senior Manager	Current Year			Prior Years	Budget						Forecast						Variance	
	Actuals £' 000's	Commitments £' 000's	Actual Spend to Date £' 000's	Total Spend £' 000's	Budget 2014/2015 £' 000's	Budget 2015/2016 £' 000's	Budget 2016/2017 £' 000's	Budget 2017/2018 £' 000's	Budget 2018/2019 £' 000's	Total Scheme Budget £' 000's	Forecast 2014/2015 £' 000's	Forecast 2015/2016 £' 000's	Forecast 2016/2017 £' 000's	Forecast 2017/2018 £' 000's	Forecast 2018/2019 £' 000's	Total Scheme Forecast £' 000's	Current Year £' 000's	Scheme £' 000's
Place	8,410	17,218	25,628	43,377	61,156	3,268	580	40	50	108,470	45,327	11,638	1,245	(0)	0	101,587	(15,828)	(6,883)
Resources	16,101	5,809	21,911	33,624	38,480	114	25	90	135	72,468	34,050	4,557	168	90	135	72,623	(4,431)	155
People & Communities	2,327	2,416	4,742	43,003	11,247	860	0	0	0	55,110	10,846	1,261	0	0	0	55,110	(401)	0
Total	26,838	25,443	52,281	120,004	110,883	4,242	605	130	185	236,049	90,223	17,456	1,413	90	135	229,321	(20,660)	(6,728)
Corporate Budgets	0	0	0	0	780	0	0	0	0	780	0	0	0	0	0	0	(780)	(780)
GRAND TOTAL	26,838	25,443	52,281	120,004	111,663	4,242	605	130	185	236,829	90,223	17,456	1,413	90	135	229,321	(21,440)	(7,508)

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2014/2015 Revenue Virements for Approval

Appendix 4 (i)

REF NO	REASON / EXPLANATION	CABINET MEMBER	TRANSFER FROM CASHLIM	Income (£'s)	Expenditure (£'s)	CABINET MEMBER	TRANSFER TO CASHLIM	Income (£'s)	Expenditure (£'s)	DESCRIPTION	ONGOING EFFECTS
The following virements are reported for approval under the Budget Management Scheme rules.											
LOG 14#02	New Ways of Working	Leader	Improvement & Performance		99,985	Community Resources	Strategic Director - Resources		99,985	Budget adjustment to reflect that Performance staff now spending part of their time working on the New Ways of Working project.	Budget virement is one-off.
LOG 14#03	Keynsham New Build & New Ways of Working Management	Leader	Improvement & Performance		20,794	Community Resources	Strategic Director - Resources		20,794	Full year adjustment of LOG13#04, previously approved by Feb'14 Cabinet. Re-allocation of budget to cover Divisional Director work on for New Ways of Working & Keynsham New Build.	Budget virement is on-going.
LOG 14#04	Management Restructure Savings	Leader	Improvement & Performance		19,220	Community Resources	Strategic Director - Resources		19,220	Transfer of balance of budget for deleted Divisional Director - Improvement & Performance post to match against Strategic Director savings target.	Budget virement is on-going.
OVERALL TOTALS				**6,203,256**	**24,656,839** **30,860,095**			**6,203,256**	**24,656,839** **30,860,095**		

2014/15 Revenue Virements for Information

REF NO	REASON / EXPLANATION	CABINET MEMBER	TRANSFER FROM CASHLIM	Income (£'s)	Expenditure (£'s)	CABINET MEMBER	TRANSFER TO CASHLIM	Income (£'s)	Expenditure (£'s)	DESCRIPTION	ONGOING EFFECTS
The following virements have either been previously approved, are technical in nature or are below limits within BMS that require approval, and therefore are reported for information only.											
INFO 14#26	Employer Contribution Pension Increase Allocation	Community Resources	Corporate Budgets incl. Capital, Audit & Bank Charges		933,405	Early Years, Children & Youth	Various		229,037	Distribution across Service staffing budgets of Corporately held budget allocated for increase in Employer Pension Contribution.	Budget virement is on going.
						Leader	Various		112,427		
						Community Resources	Various		186,573		
						Neighbourhoods	Various		163,261		
						Sustainable Development	Various		24,221		
						Wellbeing	Various		38,755		
						Transport	Various		108,843		
						Homes & Planning	Various		70,288		
INFO 14#27	Environmental Enforcement Team	Neighbourhoods	Public Protection & Health Improvement - Regulatory		295,669	Neighbourhoods	Neighbourhoods & Environment - Waste & Fleet Services		295,669	Following the Environmental Services restructure, the Enforcement Team within Cleansing is now managed by Waste Services.	Budget virement is on-going.
INFO 14#28	Audit Shared Service	Community Resources	Risk & Assurance Services		20,450	Community Resources	Strategic Director - Resources		20,450	Full year adjustment for Income from shared Audit management with North Somerset Council.	Budget virement is one-off.
INFO 14#29	Events Team	Sustainable Development	Economy & Culture		190,297	Neighbourhoods	Public Protection & Health Improvement - Active Leisure		190,297	Transfer of Events Team budget to Active Leisure, as this is the area that is now responsible for the delivery of this service. Previously approved by the relevant Portfolio holders.	Budget virement is on-going.
INFO 14#30	Commissioning Contract Manager	Early Years, Children & Youth	Children, Young People & Families		71,343	Early Years, Children & Youth	Learning & Inclusion		71,343	Re-alignment of budget for commissioning contract manager, now segregating the commissioning budget from the provider budget.	Budget virement is on-going.

2014/15 Revenue Virements for Information

REF NO	REASON / EXPLANATION	CABINET MEMBER	TRANSFER FROM CASHLIM	Income (£'s)	Expenditure (£'s)	CABINET MEMBER	TRANSFER TO CASHLIM	Income (£'s)	Expenditure (£'s)	DESCRIPTION	ONGOING EFFECTS
INFO 14#31	Victoria Art Gallery Rates	Sustainable Development	Heritage		7,000	Community Resources	Corporate Estate Including R&M		7,000	Part transfer to Property Services of Victoria Art Gallery's share of Guildhall rates budget and charges following the Art Gallery vacating the Grand Parade Vaults as part of New Market Row development.	Budget virement is on-going.
INFO 14#32	Parks & Waste Restructure	Neighbourhoods	Neighbourhoods & Environment - Waste & Fleet Services		17,782	Neighbourhoods	Neighbourhoods & Environment - Parks & Bereavement Services		17,782	Following the Parks & Waste restructure, the line management of some staff and services have changed. This virement realigns those budgets.	Budget virement is on-going.
INFO 14#33	Traded Services Capital Charges	Community Resources	Traded Services		14,334	Community Resources	Corporate Budgets incl. Capital, Audit & Bank Charges		14,334	Removal of the notional capital recharge budget that was created for Traded Services purposes and will no longer be recharged. This budget was originally given to Traded Services in 2006/07 as virement LOG 06#103.	Budget virement is on-going.
INFO 14#34	Neighbourhood Services Savings Target	Neighbourhoods	Public Protection & Health Improvement - Regulatory		20,000	Neighbourhoods	Neighbourhoods & Environment - Parks & Bereavement Services		20,000	Following the Neighbourhood Services cash limit abolition, the savings target was not split, and all remained within Parks. This virement moves part of the savings target to Public Protection, where the saving has now been realised.	Budget virement is on-going.
INFO 14#35	Property Services Budget Realignment	Community Resources	Corporate Estate Including R&M		1,078,401	Community Resources	Property Services		2,053,395	The removal of internal recharging to streamline accounting and improve transparency. Data regarding activities against the corporate and revenue estates are now captured and reported at source, rather than via additional accounting transactions.	Budget virement is on-going.
			Commercial Estate		945,285						
		Sustainable Development	Project Management		29,709						

2014/15 Revenue Virements for Information

REF NO	REASON / EXPLANATION	CABINET MEMBER	TRANSFER FROM CASHLIM	Income (£'s)	Expenditure (£'s)	CABINET MEMBER	TRANSFER TO CASHLIM	Income (£'s)	Expenditure (£'s)	DESCRIPTION	ONGOING EFFECTS
INFO 14#36	Corporate Travel Plan Savings	Early Years, Children & Youth	Various		203,263	Community Resources	Strategic Director - Resources		500,000	This virement relates to the Corporate Travel Plan Savings target which was part of the approved budget, and represents the savings generated from the fuel VAT recovery on mileage claims, the removal of the Essential Car User Allowance and the reduction in car usage as a result of the Sustainable Travel Plan.	Budget virement is on going.
		Leader	Various		21,707						
		Community Resources	Various		49,891						
		Neighbourhoods	Various		57,224						
		Sustainable Development	Various		9,879						
		Wellbeing	Various		39,781						
		Transport	Various		42,836						
		Homes & Planning	Various		75,419						
INFO 14#37	Workplaces	Community Resources	Property Services		16,000	Community Resources	Corporate Estate Including R&M		16,000	Rationalisation of the British Telecom One Bill budget for Flexible Working, as agreed by the Workplaces Steering Group.	Budget virement is one-off.
OVERALL TOTALS				**0**	**24,767,555**			**0**	**24,767,555**		
					24,767,555				**24,767,555**		

Portfolio Cash Limits 2014/15 - Revenue Budgets

Appendix 4(ii)

CABINET PORTFOLIO	Service	Sep'14 Revised Cash Limits £'000	Technical Adjustments, below BMS limits or already agreed - shown for information £'000	Total Virements for Approval £'000	Nov'14 Revised Cash Limits £'000
Leader	Policy & Partnerships	1,728	17		1,745
	Council's Retained ICT Budgets	4,236	12		4,248
	Council Solicitor & Democratic Services	1,552	30		1,582
	People Services	589	9		598
	Improvement & Performance	1,196	22	(140)	1,079
	PORTFOLIO SUB TOTAL	**9,301**	**91**	**(140)**	**9,251**
Community Resources	Finance	1,698	45		1,743
	Support Services Change Programme	(4)			(4)
	Customer Services	2,360	47		2,407
	Risk & Assurance Services	912	(7)		905
	Property Services	340	2,082		2,422
	Corporate Estate Including R&M	5,738	(1,055)		4,683
	Commercial Estate	(12,873)	(945)		(13,819)
	Traded Services	(138)	(30)		(168)
	Strategic Director - Resources	(419)	23	140	(256)
	Corporate items (Tourism Levy, Trading Opps, Community Use of Assets & Corporate Travel Plan)	(1,200)			(1,200)
	Hsg / Council Tax Benefits Subsidy	105	500		605
	Capital Financing / Interest	3,078			3,078
	Unfunded Pensions	1,679			1,679
	Corporate Budgets incl. Capital, Audit & Bank Charges	3,425	(919)		2,506
	New Homes Bonus Grant	(2,665)			(2,665)
	Magistrates	17			17
	Coroners	305			305
	Environment Agency	212			212
	PORTFOLIO SUB TOTAL	**2,570**	**(260)**	**140**	**2,450**
Wellbeing	Adult Services	61,181	(3)		61,179
	Adult Substance Misuse (Drug Action Team)	546	2		548
	PORTFOLIO SUB TOTAL	**61,727**	**(1)**		**61,726**
Early Years, Children & Youth	Children, Young People & Families	11,609	(101)		11,507
	Learning & Inclusion	17,161	97		17,259
	Health, Commissioning & Planning	(108,799)	30		(108,769)
	Schools Budget	107,957			107,957
	PORTFOLIO SUB TOTAL	**27,928**	**26**		**27,954**
Homes & Planning	Development Management	2,610	2		2,612
	Building Control & Land Charges	239	(2)		237
	Housing	2,147	(5)		2,142
	PORTFOLIO SUB TOTAL	**4,996**	**(5)**		**4,991**
Sustainable Development	Arts				
	Tourism & Destination Management				
	Economy & Culture	1,250	(184)		1,066
	World Heritage	158	()		157
	Heritage including Archives	(4,572)	(9)		(4,581)
	Project Delivery	193	(23)		170
	Regeneration, Skills & Employment	403	3		406
	PORTFOLIO SUB TOTAL	**(2,568)**	**(213)**		**(2,781)**

Portfolio Cash Limits 2014/15 - Revenue Budgets

Appendix 4(ii)

CABINET PORTFOLIO	Service	Sep'14 Revised Cash Limits	Technical Adjustments, below BMS limits or already agreed - shown for information	Total Virements for Approval	Nov'14 Revised Cash Limits
		£'000	£'000	£'000	£'000
Neighbourhoods	Place Overheads	1,209	3		1,212
	Public Protection & Health Improvement - Regulatory	1,559	(320)		1,238
	Neighbourhoods & Environment - Waste & Fleet Services	13,632	337		13,969
	Neighbourhoods & Environment - Parks & Bereavement Services	1,954	63		2,017
	Libraries & Information	1,752	20		1,772
	Public Protection & Health Improvement - Active Leisure	854	192		1,046
	Community Safety	120	1		121
	PORTFOLIO SUB TOTAL	**21,080**	**296**		**21,376**
Transport	Transport - Planning & Policy	621	6		627
	Highways & Traffic Management	7,599	16		7,615
	Transport & Parking Services - Parking	(6,203)	28		(6,176)
	Transport & Parking Services - Public & Passenger Transport	4,479	16		4,496
	PORTFOLIO SUB TOTAL	**6,496**	**66**		**6,562**
	NET BUDGET	**131,529**			**131,529**
	Sources of Funding				
	Council Tax	72,632			72,632
	Revenue Support Grant*	26,469			26,469
	Retained Business Rates	20,954			20,954
	Collection Fund Deficit (-) or Surplus (+)	1,011			1,011
	Council Tax Freeze Grant	800			800
	Balances	9,664			9,664
	Total	**131,529**			**131,529**

Capital Virements - Additions & Reductions 2014/2015 **Appendix 5 (i)**

REF NO	REASON / EXPLANATION	TRANSFER / FUNDING FROM	Income (£'s)	Expenditure (£'s)	TRANSFER TO	Income (£'s)	Expenditure (£'s)	Notes
CAP14#32 - 2014	**River Corridor Fund**	Grant	20,000		Place - Regeneration		20,000	Approved by Technical Adjustment July 2014
CAP14#33 - 2014	**Batheaston Farmhouse**	Capital Contingency	1,000,000		Resources - Property Services		1,000,000	Approved by Technical Adjustment July 2014
CAP14#34 - 2014	**Longvernal Primary DDA Works**	Government Grant	7,000		People & Communities - Children's Services		7,000	Approved by Technical Adjustment July 2014
CAP14#35 - 2014	**St Martin's Garden Primary**	Government Grant	20,000		People & Communities - Children's Services		20,000	Approved by Technical Adjustment July 2014
CAP14#36 - 2014	**Southdown Infant / Junior**	Government Grant	150,000		People & Communities - Children's Services		150,000	Approved by Cabinet July 2014
CAP14#37- 2014	**Peasedown St John Primary**	Government Grant	50,000		People & Communities - Children's Services		50,000	Approved by Cabinet July 2014
CAP14#38- 2014	**School Kitchen Programme**	Government Grant	170,000		People & Communities - Children's Services		170,000	Approved by Cabinet July 2014
CAP14#39 - 2014	**Cycle / Pedestrian Schemes**	Corporate Supported Borrowing	250,000		Place - Neighbourhoods		250,000	Approved by Cabinet July 2014
CAP14#40 - 2014	**Client Data System for Children's Social Services**	Revenue	275,000		People & Communities - Children's Services		275,000	Approved by SMD July 2014
CAP14#41 - 2014	**Kelston Road Stabilisation**	S106 / Corporate Supported Borrowing	2,000,000		Place - Planning & Transport		2,000,000	Approved by Officer August 2014
CAP14#42 - 2014	**Property Acquisition Bath**	Service Supported Borrowing	10,000,000		Resources - Property Services		10,000,000	Approved by Cabinet August 2014
CAP14#43 - 2014	**Bath Quays South**	Corporate Supported Borrowing	650,000		Tourism Leisure & Culture - BWR & Regeneration		650,000	Approved by Cabinet August 2014
CAP14#44 - 2014	**Bath Quays**	Capital Receipts	1,000,000		Tourism Leisure & Culture - BWR & Regeneration		1,000,000	Approved by Cabinet August 2014
CAP14#45 - 2014	**Schools Energy Efficient Lighting**	Government Grant & 3rd Party Contribution	9,000		People & Communities - Children's Services		9,000	Approved by Technical Adjustment Aug 2014
CAP14#46 - 2014	**Schools Capital projects Adjustments re 13/14 year end**	Government Grant	4,000		People & Communities - Children's Services		4,000	Approved by Technical Adjustment Aug 2014
CAP14#47 - 2014	**Bathampton Land Acquisition**	Government Grant	3,000		People & Communities - Children's Services		3,000	Approved by Technical Adjustment Aug 2014
CAP14#48 - 2014	**Bathampton School relocation of temporary classroom**	Government Grant	11,000		People & Communities - Children's Services		11,000	Approved by Technical Adjustment Aug 2014
CAP14#49 - 2014	**St Nicholas Nursery**	Government Grant	20,000		People & Communities - Children's Services		20,000	Approved by Technical Adjustment Aug 2014
CAP14#50 - 2014	**Paulton Junior BN Feasibility**	Government Grant	17,000		People & Communities - Children's Services		17,000	Approved by Technical Adjustment Aug 2014
CAP14#51 - 2014	**Occupational Therapy Equipment**	Government Grant	88,000		People & Communities - Social Care		88,000	Approved by Technical Adjustment Aug 2014
CAP14#52 - 2014	**Southdown Infants provision of 2YO accommodation**	Government Grant	4,000		People & Communities - Children's Services		4,000	Approved by Technical Adjustment Aug 2014
CAP14#53 - 2014	**Schools Devolved Capital**	Government Grant		14,000	People & Communities - Children's Services	14,000		Approved by Technical Adjustment Aug 2014
CAP14#54 - 2014	**Gypsy & Travellers Site**	Government Grant / Corporate Supported Borrowing	2,470,000		Place - Housing		2,470,000	Approved by SMD July 2014
CAP14#55 - 2014	**Acquisitions Future Revenue Growth**	Service Supported Borrowing		1,536,000	Resources - Property Services	1,536,000		Approved by Technical Adjustment Sep 2014
CAP14#56 - 2014	**Bishop Sutton BN Feasibility**	Government Grant	30,000		People & Communities - Children's Services		30,000	Approved by Technical Adjustment Sep 2014
CAP14#57 - 2014	**Highways Surfacing**	Government Grant	473,820		Place - Planning and Transport		473,820	Approved by Technical Adjustment Sep 2014
CAP14#58 - 2014	**Kiosks for Customers services**	Service Supported Borrowing	78,000		Resources - Support Services		78,000	Approved by Technical Adjustment Sep 2014
CAP14#59 - 2014	**KNB Contingency/ Acq of land and rights Manvers St**	Service Supported Borrowing		800,000	Resources - Property Services	800,000		Approved by Technical Adjustment Sep 2014
CAP14#61 - 2014	**Traffic Management**	External Invoice SI 510059 paid 28/08/14		1,000	Place - Planning and Transport	1,000		Approved by Technical Adjustment Sep 2014
OVERALL TOTALS			**18,799,820**	**2,351,000**		**2,351,000**	**18,799,820**	
				16,448,820			**-16,448,820**	

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Capital Programme by Portfolio - 2014/2015 **Appendix 5(ii)**
Revised Capital Cash Limits by Portfolio

	2014/15				
CAPITAL SCHEME	**Revised Budget after 16 July 2014 Cabinet** **£'000**	**Approvals to 10 September 2014 Cabinet** **£'000**	**Budget at 10 September 2014 Cabinet** **£'000**	**Approvals to 12 November 2014 Cabinet** **£'000**	**Budget at 12 November 2014 Cabinet** **£'000**
Transport					
BTP - Main Scheme	12,328		12,328	-800	11,528
BTP - Pre Construction	77		77		77
BTP - Property	202		202		202
Rossiter Road	1,278		1,278		1,278
SWIEP E-Purse	256		256		256
Local Sustainable Transport Fund	799		799		799
Batheaston Bridge	92		92		92
MetroWest - the Greater Bristol Metro Project	73		73		73
Transport Improvement Programme	1,540		1,540	-1	1,539
Cycle City Ambition	1,204		1,204		1,204
Highways Maintenance Block + Additional Funding + Severe Weather Grant	4,521		4,521		4,521
Highway Surfacing	1,000		1,000	474	1,474
Highway Structures	1,000		1,000		1,000
Footway Improvements in Highways	200		200		200
Flood Protection in Chew Magna	200		200		200
Cycle Schemes	218		218		218
2 Tunnels Northern Link Cycle Scheme	-115		-115		-115
5 Arches	23		23		23
Greater Bristol Bus Network	-3		-3		-3
2 Tunnels	-60		-60		-60
A431 Kelston Road Stabilisation	0		0	2,000	2,000
20mph Schemes	260		260		260
Victoria Bridge	2,027		2,027		2,027
Highways Maintenance - Vehicles	325		325		325
Better Bus Fund	18		18		18
Advertising in Car Parks	25		25		25
Cycling and Walking Schemes	250		250		250
	27,737	0	27,737	1,673	29,410
Neighbourhoods					
Neighbourhood Services - Vehicles incl Tracking / Cleansing Equipment	695		695		695
Allotments	104		104		104
Beechen Cliff Woodland & Other Open Spaces Improvements	250		250		250
Neighbourhoods - Bin and Bench Replacement	100		100		100
Royal Victoria Park Skate Park	250		250		250
Royal Victoria Park Open Space Improvement	50		50		50
Queen Square Improvements	100		100		100
East of Bath Skate Park	100		100		100
Improvements at the Sandpits	40		40		40
Litter Bins	20		20		20
Play Equipment	351		351		351
Great Dell Walkway	25		25		25
Public WC Conversions	100		100		100
Waste Vehicle Replacement	211		211		211
Haycombe Crematorium Chapel Refurbishment	3		3		3
River Safety	37		37		37
Paulton Library Relocation	5		5		5
	2,441	0	2,441	0	2,441

Sustainable Development					
Odd Down Playing Fields Development	2,442		2,442		2,442
Beau Street Coin Hoard	204		204		204
Visitor & Till Management System	165		165		165
Temple Precinct	454		454		454
Heritage Infrastructure Development	100		100	-100	0
Odd Down Cycle Track	12		12		12
Roman Baths Stone Cleaning	130		130		130
Roman Baths Roof Repair	60		60		60
Pump Room Complex Gas Main Replacement	0		0	100	100
Assembly Rooms Dilapidations	24		24		24
BWR - Council Project Team	532		532		532
BWR - Affordable Housing	1,166		1,166		1,166
BWR - Infrastructure	2,651		2,651		2,651
BDUK	0		0		0
NRR Infrastructure	2,163		2,163		2,163
London Road Regeneration	834		834		834
Strategic Flooding Solution / BEA Flood Mitigation	4,822		4,822		4,822
BWR - Relocation of Gas Holders	3,450		3,450		3,450
BWR - Replacement of Destructor Bridge	1,786		1,786		1,786
River Corridor Fund	440	20	460		460
Digital B&NES	350		350		350
Midsomer Norton Business Centre	125		125		125
Radstock Regeneration	173		173		173
	22,084	20	22,104	0	22,104
Early Years, Children & Youth					
St Gregs, St Marks 6th Form	125		125	-40	85
Schools Capital Maintenance Programme	1,588		1,588		1,588
Schools Devolved Capital	1,610		1,610	-14	1,596
Weston All Saints Primary - Basic Need	1,695		1,695		1,695
Bishop Sutton - Basic Need	0		0	30	30
Castle Primary - Basic Need	706		706		706
Paulton Infant - Basic Need	585		585		585
St Saviour's Junior - Basic Need	1,759		1,759		1,759
Short Breaks for Disabled Children	79		79		79
School Energy Invest to Save Fund	375		375	9	384
Two Year Old Provision	203		203		203
Universal Infant Free School Meals	523		523		523
Basic Needs Feasibility / Option Appraisal	150		150	-30	120
Saltford Primary - Basic Need	400		400		400
Schools LA Contribution to Capital / Private Capital / Seed Challenge / Travel Plans	63		63		63
Early Years S106 Twerton	2		2		2
Ralph Allen ALC	14		14		14
Writhlington BSF	31		31		31
Writhlington ALC	21		21		21
Farrington Gurney Primary - Basic Need	7		7		7
Paulton Junior - Basic Need	13		13		13
Chew Magna Primary	181		181		181
Bathampton Primary	-1		-1		-1
St Michael's Primary - BESD	67		67		67
Moorlands Junior	59		59		59
Margaret Coates Centre	1		1		1
Wellsway Sports Hall	77		77		77
Oldfield Co-Ed Improvements	26		26		26
Children's Services Capital Schemes	3		3		3
Children's Services Capital Schemes Managed by Property Services	127		127		127
Youth Projects	4		4		4
DDA Works	0	27	27		27
Southdown Infant / Junior Schools	150		150		150
Peasedown St John Primary	50		50		50
Client Data System for Children's Social Services	275		275		275
	10,968	27	10,995	-45	10,950

Community Resources					
Public Realm High Street	-16		-16		-16
PRMP Northumberland Place	128		128		128
PRMP Pattern Book	96		96		96
PRMP Street Furniture	19		19		19
PRMP Team Costs	25		25		25
City Information Scheme Corporate Project	143		143		143
Bath Quays South	0		0	650	650
Bath Quays North	0		0	1,000	1,000
Workplaces Programme Delivery	3,022		3,022		3,022
Keynsham Regeneration & New Build	15,211		15,211	-800	14,411
Lewis House (Inc Comms Hub & OSS)	250		250		250
The Hollies	52		52		52
Corporate Estate Planned Maintenance	1,366		1,366		1,366
Disposals Programme (Minor)	98		98		98
Key Disposal Programme	170		170		170
Commercial Estate Investment Fund	350		350		350
Saw Close Development	226		226		226
South Road Car Park MSN	54		54		54
Grand Parade & Undercroft	5,025		5,025		5,025
Equality Act Works	646		646		646
Englishcombe Lane	20		20		20
Cattlemarket/Cornmarket	35		35		35
Roseberry Place	25		25		25
1 - 3 James Street West	135		135		135
7 - 9 Lower Borough Walls	55		55		55
Victoria Hall	64		64		64
Property Acquisitions	0	1,000	0		0
Bathampton Farmhouse	0		1,000		1,000
Bath Quays	0		0	0	0
Manvers street - Acquisition of land and rights	0		0	800	800
Acquisitions - Future Revenue Generation	0		0	8,464	8,464
Capital Contingency	1,780	-1,000	780		780
	28,977	0	28,977	10,114	39,091
Leader					
Desktop As a Service - VDI Technology	792		792		792
Customer Services System	568		568		568
IT Asset Refresh (Servers and Network)	420		420		420
Windows 7 Upgrade	180		180		180
IT Public Service Network	-2		-2		-2
New Customer Payments & Library Kiosks	0		0	78	78
LAA Performance Reward Grant	171		171		171
	2,130	0	2,130	78	2,208
Homes and Planning					
Gypsy & Traveller Sites	15		15	2,470	2,485
Affordable Housing	1,454		1,454		1,454
Supported Housing Development	4		4		4
Housing Association Grant	19		19		19
	1,492	0	1,492	2,470	3,962
Wellbeing					
Disabled Facilities Grant	1,200		1,200		1,200
PSS Grant Unallocated	385		385		385
Occupational Therapy Equipment	-88		-88		-88
	1,497	0	1,497	0	1,497
TOTAL CAPITAL SCHEME BUDGET	**97,326**	**47**	**97,373**	**14,290**	**111,663**
Sources of Funding (£'000)					
EU/Government Grant	**23,482**	**-181**	**23,301**	**1,219**	**24,520**
Revenue	**3,077**	**-3**	**3,074**	**-1**	**3,073**
Other Council Support including Borrowing and Capital Receipts	**66,074**		**66,074**	**12,972**	**79,046**
s106 Contribution	**3,240**	**-146**	**3,094**	**100**	**3,194**
Other 3rd Party	**1,453**	**377**	**1,830**		**1,830**
Total Sources of Funding (£'000)	**97,326**	**47**	**97,373**	**14,290**	**111,663**

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