

Adopted July 2014

**Bath and North
East Somerset**

Core Strategy

Part 1 of the Local Plan

Bath & North East
Somerset Council

For more information on the Core Strategy, Placemaking Plan and other planning policy documents please contact the Planning Policy team at:
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This document can also be viewed on our website:
www.bathnes.gov.uk/corestrategy

The Core Strategy can be made available in a range of languages, large print, Braille, on tape, electronic and accessible formats by contacting Planning Policy on:
Telephone: 01225 477548

Thank you to the following individuals or organisations whose photographs have been included in the Core Strategy.

Bath in Time

p26, 27, 31,52

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Foreword

The Core Strategy was adopted by the Council on 10th July 2014. The Core Strategy is one of the Council's key strategies. It sets out the spatial elements of the Council's Vision and objectives and translates them into a deliverable plan for now and the future. The Core Strategy enables the Council to shape the nature and direction of physical change within Bath and North East Somerset. It forms a key part of the Council's statutory Development Plan for determining planning applications.

The document establishes the strategic policy framework for how we manage the development and use of land up to 2029. It balances the requirements of new development and growth with the protection of the area's key environmental assets and provides direction in our response to climate change. In short it will help us to secure a sustainable future and enable Bath and North East Somerset to be the place in which to live, work and visit. It will influence the investment decisions of the Council and other key stakeholders, be used as the basis for the promotion of individual sites and areas, and guide the management of change within the district.

The Core Strategy places great emphasis on the different places that make up Bath and North East Somerset, responding to and reflecting their particular characteristics and local distinctiveness. It sets out a clear framework to enable their development needs to be met sustainably and in a way that respects their specific qualities.

The preparation of the Core Strategy involved close working with local residents and a variety of national and local organisations and businesses. The Council wishes to acknowledge the efforts of all those that have contributed to its preparation.



Cllr Tim Ball
Cabinet Member for Homes
and Planning

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Vision and District-wide Strategy

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 Challenges
 Equality
 Locality
 Growth
 Economy

Regeneration

Uniqueness

Land Supply

Culture

Innovation

Enterprise

Local Communities

Environmental

Strategic

Vision

Change

Direction

Delivery

Vision and District-wide Spatial Strategy

1a

Introduction

1.01 The Core Strategy is a key policy document for Bath & North East Somerset (B&NES) that puts in place a strategic planning framework to guide change and development in the District over the next 20 years and beyond.

1.02 The Core Strategy is shaped by the challenges that are specific to the District and the aspirations of its communities. These have been captured within two key documents:

- The **Sustainable Community strategy** is the 'overarching' strategy for B&NES which has been prepared by the Local Strategic Partnership and sets out a vision for the area to become a "distinctive place, with vibrant sustainable communities, where everyone fulfils their potential". The Core Strategy is the spatial expression of the B&NES Sustainable Community Strategy;
- The Council's long-term economic and regeneration aspirations for the main urban centres within the District are set out in the **Futures for Bath, Keynsham and Somer Valley.**

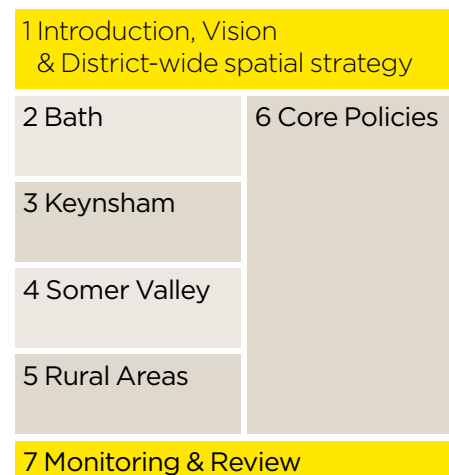
1.03 This chapter sets out:

- **Where we are now:** The Spatial Portrait uses a wide evidence base of information, statistics, studies and community involvement to identify the District's main social, physical and economic characteristics and the key, strategic issues it faces.
- **Where we would like to be:** The Spatial Vision and Strategic Objectives look forward to 2029, setting out how we expect the District and its places to have changed and developed.
- **How we get there:** The Spatial Strategy is the means of delivering the vision and objectives.

1.04 Subsequent chapters set out the policy framework for the District's different places, as well as general policies.

1.05 The Core Strategy, Part 1 of the Local Plan, does not set out site-specific proposals, other than the Strategic Site Allocations; instead it looks at the broad locations for delivering new development. Policies in the Core Strategy do not overlap with each other and therefore the Core Strategy should be read as a whole. The Placemaking Plan, Part 2 of the Local Plan, will cover site allocations, detailed development management policies as well as local designations for the different places within the District, and the Joint Waste Core Strategy prepared by the four West of England authorities sets out a spatial strategy for dealing with waste including the allocation of sites. Details of other documents under preparation are set out in the Local Development Scheme.

Diagram 1
Structure of the Core Strategy document



Spatial Portrait & Key Strategic Issues

Spatial Portrait

1.06 B&NES is a richly varied District in the south west of England. It stretches from the edge of Bristol, south into the Mendip Hills and east to the southern Cotswold Hills and Wiltshire border. It covers a total area of 570 km² and is home to about 178,000 people. The District encompasses a diverse range of places, with their own history, identity and communities. Its main urban centre is the city of Bath complemented by a range of towns and villages. It contains a series of outstanding historical, cultural and environmental assets, with a tradition of innovation and enterprise. A more detailed description of places within the District is painted in chapters 2-5.

1.07 The District forms part of the West of England sub-region which has a population of just over 1.1 million. With a working population of 510,000, the West of England has the second highest economic productivity outside of London. It enjoys a strategic location, reasonably well-served by the M4 and M5 motorways and rail links to London and the rest of the country. Bristol International Airport is one of the fastest growing regional airports in the UK.

1.07a In addition to being part of the West of England sub-region the District has close functional and physical links with places within Wiltshire and Mendip. For example Bath acts as an employment and services and facilities centre for surrounding populations evidenced by journey to work patterns and public transport provision, the Somer Valley area transcends the administrative boundary between B&NES and Mendip and important Green Infrastructure corridors link B&NES and the neighbouring areas.

Bath

1.08 Bath is one of the UK's most liveable cities and offers an excellent quality of life. Its population is around 90,000. Bath is well known as an international visitor destination, thanks to its cultural and built heritage, thermal springs and landscape – encapsulated in its inscription as a World Heritage site. Bath is a key economic centre in the West of England and is also one of the most important places of learning in the South West. The city also serves as a regional shopping centre, characterized by independent and boutique shops.

Spatial Portrait

What is the District like now?

Key Strategic Issues

Facing the District

Vision & Objectives

How should the District change and what kind of place should it be in the future?

Spatial Strategy Place-based Policy Frameworks and Core Policies

Making sure new development delivers the Vision & Objectives

Keynsham

1.09 Despite its proximity to Bristol and Bath, Keynsham has retained its own identity and is surrounded by countryside which is protected by the Bristol / Bath Green Belt. The population is about 15,500 people with a high proportion of adults aged 65 and over. The town's dominant employer is the public sector. The town centre is characterized by local independent retailers, some large nationals, and charity shops. The full effects of the closure of the Chocolate Factory at Somerdale, are yet to be felt in the town.

The Somer Valley

1.10 The Somer Valley covers the urban areas of Midsomer Norton, Westfield and Radstock, together with a rural hinterland containing the principal villages of Peasedown St John and Paulton. The area houses around 25% of the population of Bath and North East Somerset and is located 12 miles south west of Bath and 16 miles south east of Bristol. Midsomer Norton, Westfield and Radstock together make up the second largest urban area in the district, with a combined population of about 21,000. The Somer Valley was formerly part of the North Somerset coalfield and retains a rich industrial heritage. It has an engineering skills base and is now an important centre for the printing and packaging industry. However a number of recent factory closures have increased the already high level of out-commuting.

Rural Areas

1.11 Over 90% of the District is rural and it has 47 rural parishes. The Government's vision for the countryside is a living, working, protected and vibrant countryside. The character of villages and landscape varies distinctly across the District, with almost a third of the District lying within the Cotswolds and Mendip Hills Areas of Outstanding Natural Beauty (AONBs). The parish Councils of Combe Hay, Englishcombe and Newton St Loe are discussing proposals with Natural England to extend the Cotswolds AONB so that it surrounds the city of Bath. The District's varied geology, topography and soils have given rise to a rich biodiversity, with some wildlife sites such as Chew Valley Lake being of international importance.

Key Strategic Issues

1.12 While B&NES has many strengths, its outward image conceals a range of economic and social challenges that, left unchecked, will lead to long-term decline and increased inequalities. The particular challenges facing the distinct parts of the District, in Bath, Keynsham, the Somer Valley and the rural areas are described in the Futures Work and summarised in the relevant Place based sections of the Core Strategy. The B&NES Sustainable Community Strategy distils social, economic and environmental challenges into 6 key drivers of change:

Climate Change

There is a need to tackle the causes and effects of climate change through lower carbon lifestyles; limiting our use of increasingly scarce resources; reducing our dependency on fossil fuels especially in light of 'peak oil' concerns; making sure that our area is resilient to climate change, particularly the potential for flooding. We will need to adopt environmentally friendly practices such as making buildings more energy efficient, increase the use of renewable energy, reduce car use and grow more local food. We will also need to ensure that the natural environment is maintained and enhanced to maximise opportunities for mitigation. This will enable us to contribute to meeting the national, statutory carbon reduction target of 45% by 2020 from 1990 levels.

Demographic Change

The total population of B&NES is expected to increase by 2029 due to increased life expectancy, natural increase and in-migration. We will have an ageing population (the number of over 80 year olds is projected to increase by 16%), the working age population is predicted to increase and the number of primary school age children will increase (projected 17% increase in number of 4-11 year olds); social trends and lifestyle changes will also affect the way we live. For example, the number of single person households is likely to increase; there may be changes in employment and work practices and shifts in work/life balance.

Inequalities

The population of B&NES is relatively prosperous and healthy but there are pockets of deprived communities in the District. This manifests itself in a health and life expectancy gap, different levels of educational attainment and employment opportunities. There is a need to address these notable socio-economic gaps.

Locality

The move toward localism, including enabling local communities to have a greater say in their neighbourhoods, providing local accessible services, more local food production and sustainable local energy production.

Growth

The need for growth in housing and employment, due to population and lifestyle changes and an evolving economy, means that the District will change considerably over the coming years. The challenge is to grow in a way that is socially, economically and environmentally sustainable, with the necessary supporting infrastructure in place. Growth must not occur at any cost. B&NES' wealth of natural and cultural assets, including its watercourses, trees and woodland, countryside, parks, exceptional landscapes and historic built environment, make a huge contribution towards the attractiveness and liveability of the District. Development should be inspired by the unique character and design values of existing places. In all areas, it is vital that any development is of a high standard of design that enhances the characteristics that make B&NES such a distinctive District and protects the existing natural and built environment that supports the quality of life enjoyed by its community.

The Economy

There is a need to create the conditions for a more environmentally sustainable economy with increased local employment, less overall commuting and a strong low-carbon business sector. The economy needs to be well placed to meet the needs of the 21st century and to be more diverse, productive and resilient facilitated by an increase in innovative technology related jobs, indigenous business growth and inward investment through provision of appropriate business space in the right locations. Leading education providers need to grow commercially and activities which reflect legislative and social change (for example, low-carbon related activities, such as retrofitting for energy efficiency) should be encouraged. All areas of the District have a part to play, for example, in the contribution the rural areas could make towards renewable energy and local food growing.

M4

M5

Severn Estuary

Yate

M4

Chippenham

BRISTOL

Keynsham

Clevedon

Melksham

BATH

Bradford on Avon

Somer Valley

Trowbridge

Frome

Warminster

Wells

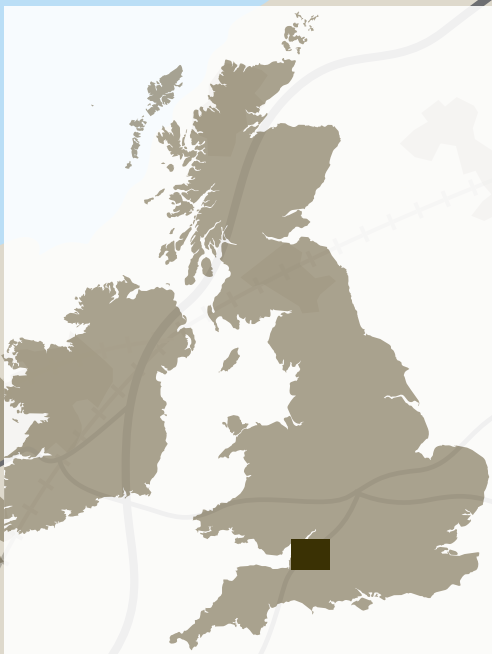


DIAGRAM 2
SUB-REGIONAL
CONTEXT

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DIAGRAM 3 BATH & NORTH EAST SOMERSET

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**...a strategic
planning
framework
to help guide
change and
development
in the District
over the next
20 years and
beyond**

Spatial Vision & Strategic Objectives

1.13 In response to these strategic issues, the Core Strategy sets out a spatial vision for the District along with 7 strategic objectives. Sustainable Development is the core principle underpinning the Core Strategy, expressed through the Spatial Vision and Strategic Objectives.

The Spatial Vision What The Spatial Strategy Seeks To Achieve

Bath & North East Somerset will continue to be distinctive and become a more competitive area within the West of England sitting between the city of Bristol and market towns in western Wiltshire and northern Somerset. Its economic, cultural and social potential will be realised, providing opportunities for all, whilst maintaining and enhancing the area's environmental attractiveness and unique heritage. New jobs and housing will be supported by necessary infrastructure and provided in ways that mitigate the causes and effects of climate change, adapt to unavoidable climatic changes, are resilient to future fossil fuel scarcity and help the District have a low carbon economy.

Over the next 20 years and more the area will mature as a more beautiful and successful place where urban and rural communities flourish, health and well-being is improved, everyone can reach their potential and needs for materials and produce are met locally. The District will be made up of competitive, healthy and attractive urban, town and village centres within a rich and varied rural setting. The stunning built and natural environment will continue to provide a backdrop for a range of distinctive places to live, that can be stimulating and exciting, as well as calm and peaceful.

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

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

Where possible the built environment will evolve in a more energy and resource efficient manner and renewable and sustainable energy, appropriate to the Bath context, will be introduced. Alongside measures to mitigate and adapt to climate change and to pursue a reduced carbon economy, the diversification and growth of a low carbon economy are the key changes that are sought for Bath.

The delivery of new housing is a vital component of the vision and will help to create a sustainable relationship between the city's labour and job markets and support Bath's economic potential. Parallel investment in public transport infrastructure and walking and cycling will keep the city moving and enable more sustainable travel choices to be made.

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

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

The southern part of the District will become more self-reliant, facilitated by economic-led revitalisation alongside local energy generation. The roles of Midsomer Norton and Radstock Town Centres will be complementary to each other and continue to provide key employment, services and leisure provision for both their communities and those within the Somer Valley. Midsomer Norton town centre will be the principal centre with an improved public realm well related to the new integrated Town Park. Radstock town centre will continue to provide a focal point for the community and realise the potential of tourism based on its mining heritage, green routes including cycle ways and attractive rural hinterland.

Villages of the Somer Valley will continue to provide for the needs of their local communities.

In the rural areas locally identified needs will be met whilst maintaining the individual character of villages. The rural economy will evolve and new types of jobs and ways of working will provide more locally based employment opportunities. The potential for the rural area to play an important role in local food production will be promoted. Community involvement will help facilitate improvement in the provision of community facilities and public transport.

Strategic Objectives

1.14 The vision is the spatial expression of the Council's Sustainable Community Strategy. It establishes the overall direction subsequently articulated in more specific spatial objectives. These strategic objectives form the link between the high level vision and the spatial strategy.

1.15 The strategic objectives below expand the vision into specific issues for the area which need to be addressed. The objectives are underpinned by a monitoring framework of targets and indicators to measure the performance of the Local Plan.

Its economic, cultural and social potential will be realised, providing opportunities for all...

SCS Driver Climate Change

Objective 1

Cross cutting objective: Pursue a low carbon and sustainable future in a changing climate

- reducing the need to travel by achieving closer alignment of homes, jobs, infrastructure and services
- ensuring the location and layout of new development enables and encourages people to make the fullest possible use of public transport, walking and cycling
- encouraging and supporting the increased generation and use of renewable and low carbon energy, including through the delivery of community led schemes
- promoting sustainable and energy efficient design and construction
- shaping places so as to minimise vulnerability and provide resilience to impacts arising from climate change including increased flood risk
- facilitating the prudent use and reduced consumption of key natural resources such as undeveloped land, energy, water and minerals
- maintaining and enhancing a network of connected and multifunctional green spaces for people and wildlife serving climate change adaptation and mitigation purposes

SCS Driver Growth

Objective 2

Protect and enhance the District's natural, built and cultural assets and provide green infrastructure

- ensuring that growth and development takes place within the environmental capacity of the District
- making optimum use of brownfield opportunities in meeting housing and economic development needs and avoiding greenfield land as far as possible
- helping to conserve and enhance the quality and character of our built and natural heritage
- maintaining and enhancing an accessible and multifunctional network of well linked green spaces
- helping to conserve, enhance and restore the diversity and resilience of the District's wildlife
- helping to avoid water, air, light and noise pollution and the contamination of land
- capitalising on the role our heritage has in promoting local distinctiveness, place-making and supporting regeneration
- maintaining an outstanding built and natural environment by ensuring that new development responds appropriately to the locally distinctive context and meets high standards of design
- facilitating continuing and wide participation in cultural activities

SCS Driver

Economy Inequalities Locality

Objective 3**Encourage economic development, diversification and prosperity**

The Council's Economic Development Strategy seeks to stimulate a more productive, competitive and diversified economy across the District and promotes a higher value added economy (smart growth) where indigenous companies are retained and able to grow, other knowledge based sectors are attracted to the area and the industrial sector continues to contribute to the local economy.

- increasing the availability of modern office and unit space in Bath thereby enabling indigenous companies to expand and the city to better respond to external demand
- maintaining an appropriate supply of land in Bath for industrial processes and services to ensure the city retains a mixed economy

- enabling tourism to continue to make an important contribution to the economy of Bath and promoting the tourism potential of other parts of the District e.g. by facilitating the provision of visitor accommodation
- capitalising on innovation opportunities arising from higher education institutions, improving educational facilities to help provide the skills that support knowledge based sectors and retaining those skills and talents in the city and wider area
- repositioning Keynsham as a more significant business location enabling it to attract new employers to compensate for the closure of Cadbury Somerdale
- ensuring that a sufficient and responsive supply of appropriate land and premises is available and improvement of skills is facilitated at Midsomer Norton and Radstock to help strengthen their roles as employment centres for the southern part of the District
- enabling small scale local employment development, including those related to innovation opportunities, in the rural areas

SCS Driver

Growth Inequalities Demographic Change

Objective 4**Invest in our city, town and local centres**

- Bath city centre and Keynsham, Midsomer Norton and Radstock town centres need to be improved as centres for social and economic activity and as places for entertainment, culture and shopping. The local and neighbourhood centres across the urban and rural parts of the District need to be sustained, so they continue to play an important role in meeting the day to day needs of their local residents.
- enhancing Bath's central shopping area, to maintain its competitiveness, diverse offer and reputation for independent and niche retailing
- introducing more commercial space, suitable for a range of enterprises, as part of new mixed use developments on underperforming sites in and close to Bath city centre
- improving the quality and capacity of shops within the core of Keynsham and Midsomer Norton town centres
- introducing more office and residential floor space into Keynsham, Midsomer Norton and Radstock town centres
- improving the quality of the public realm in the city, town and local centres
- providing better pedestrian and cycle routes into and within the city, town and local centres
- ensuring existing and proposed parks are well integrated into and play a central role in the centres of Bath, Keynsham and Midsomer Norton
- enabling appropriate tourism opportunities in the city and town centres
- protecting and enhancing the range of services and facilities provided in local, neighbourhood and village centres, encouraging the provision of efficient, low carbon energy for example from District heating or combined heat and power systems.

SCS Driver
Economy Inequalities Locality

Objective 5 Meet housing needs

- enabling the delivery of new homes needed to respond to expected demographic and social changes and as far as possible to support the labour supply to meet our economic development objectives
- ensuring that the new homes provided are of high quality design and reflect and cater for a range of incomes and types of household, including those in need of affordable housing
- addressing the accommodation needs of gypsies and travellers
- ensuring the accommodation needs of any increase in the number of students can be met sustainably
- ensure that the development of new homes is aligned with the provision of all the necessary infrastructure

SCS Driver
Inequalities

Objective 6 Plan for development that promotes health and well being

- enabling more opportunities for people to lead healthier lifestyles and have a greater sense of well-being through facilitating active modes of travel, encouraging social interaction and designing high quality, safe streets and spaces
- promoting and delivering local employment, training and regeneration opportunities that can contribute to a reduction in the health and social inequalities across the District encouraging and facilitating increased local food production
- ensuring the timely provision of social and physical infrastructure, including health, welfare, spiritual, recreational, leisure and cultural facilities

SCS Driver
Economy & Growth

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

Spatial Strategy for Bath & North East Somerset

1.16 The principal purpose of the Core Strategy is to set out clearly the spatial distribution of development within the District in order to deliver the vision and strategic objectives outlined above. It provides an overarching spatial strategy for the District as well as specific policy frameworks for Bath, Keynsham, the Somer Valley and the Rural Areas. Where land is to be released from the Green Belt, strategic sites are allocated. The Core Strategy also includes generic core policies applicable across the District as set out in section 6. The policy approach takes account of national policy guidance, the results of key studies as well as the issues identified through the consultations and public engagement on the Core Strategy with stakeholders and local communities.

1.17 Table 3 at the end of this chapter sets out how the objectives are delivered through national policies, Core Strategy policies or other LDF documents.

**.....ensuring
the necessary
infrastructure is
in place or can
be secured to
deliver mixed
and balanced
communities**

1d

Development of the Spatial Strategy

The district is renowned for its outstanding environment

Development of the Spatial Strategy

1.18 Formulation of the policy framework for the District has been guided by the NPPF and entailed analysis of evidence, formulation of options to meet the objectives, engaging with local communities, testing options through the sustainability appraisal and assessing deliverability. Account has been taken of the District's functional relationship with neighbouring authorities. Please note the evidence base supporting the Core Strategy is listed and is available on the Council's website at www.bathnes.gov.uk/corestrategy or on request.

1.19a Development Needs: The Council has undertaken an assessment of the needs of development within the District during the plan-period. This includes assessing the space needed for economic growth, housing, retail provision and social needs. This takes account of the Council's objective of promotion of a higher value economy rather than only volume growth. The Council has prepared a Strategic Housing Market Assessment (SHMA) to help assess its full objectively assessed housing needs in the housing market area over the plan period up to 2029.

1.19b In terms of affordable housing need, Bath has one of the widest house price to earnings ratios outside of London but affordability varies across the District. The Council has therefore undertaken a viability study to inform a new policy framework on securing affordable housing through the planning system.

1.19c Development land supply:

A detailed, assessment has been undertaken of the capacity of the District's settlements for delivery of new housing in the SHLAA, jobs and community facilities. This has included identifying suitable and deliverable development sites, understanding the environmental constraints including potential flood risk, assessing the appropriate mix of uses and densities and ensuring the necessary infrastructure is in place or can be secured to deliver mixed and balanced communities. It also looked at the opportunities to re-use empty homes and under-used properties.

1.20 Infrastructure: An underlying principle in the preparation of the Core Strategy has been the need for new development to be well aligned with the necessary infrastructure, including transport, community facilities and green infrastructure. The Infrastructure Delivery Programme provides an assessment of the infrastructure needed to underpin the spatial strategy.

1.21 Environmental capacity: The District is renowned for its outstanding environment. Bath is the only complete city in the UK which is inscribed as a World Heritage Site; the high quality of the landscape is recognised by the designation of two Areas of Outstanding Natural Beauty; there are over 50 Conservation Areas in the District and Bath has the highest concentration of Listed Buildings outside of Westminster. The District also enjoys a rich and diverse biodiversity resource, including many protected species and habitats and includes or is adjacent to a number of sites of European importance for bats and wetland birds. These European Sites are protected through the Habitat Regulations. In this context bats are a significant issue as the District supports important bat foraging areas, commuting routes and roosts of importance to the integrity of up to three European Sites. For clarity, development likely to have a significant effect on a European site either alone or in combination with other plans or projects, and which cannot be adequately mitigated, would not be in accordance with the Development Plan. The Council has assessed the impact of various policy proposals and alternative options on the Environment through the sustainability appraisal, the Habitats Regulation Assessment (HRA) and locational investigations.

1.22 Local Communities: National policy requires that the results of public engagement exercises should be treated as evidence in the development of the Core Strategy. The preparation of the Core Strategy has therefore entailed close working with local groups and communities in order to understand local priorities. This has included various economic, environment and community groups in Bath, the Somer Valley partnership, the Keynsham Development Advisory Group as well as parish and town Councils.

1.25 Sub-regional context: The Spatial strategy for B&NES must take account of the strategies and programmes of neighbouring authorities, especially in the West of England.

Summary of the Spatial Strategy for B&NES

1.26 Scale and location of growth:

1.26a Based on the demographic projections in the SHMA, there is a need for about 9,000 new dwellings over the plan period, of which about one third is for affordable housing (See Column B in Table 1A below).

1.26b Table 1A shows that the supply of market housing has been increased to enable the delivery of the full assessed need for affordable housing. This is necessary because much of the supply of market housing (built, committed, and small windfall sites) will not yield affordable housing.

1.26c In addition, the NPPF requires that when assessing need, full account is taken of market and economic signals. The increase in market housing above the figure derived from the demographic projections is a necessary market adjustment given the character of the housing market in the District and particularly at Bath.

1.26d The assessment of housing needs is based on two important assumptions. Firstly, the SHMA assumes that the expected modest growth in the student population at Bath's two universities will be accommodated in the planned growth of mainly on-campus new student accommodation. If the provision of purpose-built student accommodation does not keep up with the growth in the resident student population, more market housing will be needed because of the pressure on the private letting market. Secondly, the SHMA assumes that the contribution to the provision of affordable housing needs from private rented accommodation where occupiers are receiving housing benefit will continue at a similar scale in the future. If this contribution were to significantly fall, the need for new affordable housing would increase.

Table 1a
Objectively assessed need for housing

| | A Local Plan Backlog 1996-2011 | B Demographic Need 2011-2029 | Sub - Total A+B | Total assessed needs |
|--------------------|---|---|---------------------------|---------------------------------|
| Market housing | 757 | 6,075 | 6,832 | 9,646 |
| Affordable housing | 410 | 2,880 | 3,290 | 3,290 |
| Total housing | 1,167 | 8,955 | 10,122 | 12,956 |

1.26e The Council intends to meet in full the total assessed need of about 13,000 dwellings. Thus the housing requirement identified in the Plan which it seeks to deliver is also about 13,000 dwellings. It is against the requirement of 13,000 that the five-year supply of housing will be maintained. The 13,000 is not intended as a cap on housing delivery. For example, additional large windfall sites may come forward for development or the contribution to supply assumed to come from small windfall sites may be exceeded.

1.26f In order to meet the economic growth aspirations, the Plan also enables the delivery of around 10,300 new jobs.

1.26g The spatial distribution of housing across the District is set out in the Key Diagram and summarised in Table 1B below. The strategy is to locate new development in the most sustainable locations and the priority is to steer growth primarily to brownfield land in urban areas of Bath, Keynsham and the larger settlements in the Somer Valley. However, in order to meet the housing requirement and facilitate economic growth in accordance with the objectives of the Core Strategy, some greenfield land is also required, including some sites to be released from the Green Belt because these are the most sustainable locations. The identification of land for development has sought to minimise the impact on the environment and the harm to the Green Belt, as well as taking account of infrastructure requirements. The Council has therefore sought to make provision for the level of development likely to be needed. The broad spatial principles are summarised below and elaborated in the place-based chapters 2-5.

Table 1b
spatial distribution of the housing requirement

| | Total housing |
|-----------------------|---------------|
| Bath | 7,020 |
| Keynsham | 2,150 |
| Somer Valley | 2,470 |
| Rural Areas | 1,120 |
| Whitchurch Green Belt | 200 |
| Total | 12,960 |

Actual supply figures in November 2013 SHLAA trajectory have been rounded to the nearest 10

1.27 Bath is the District's economic driver and is the primary focus for new development. It is also an important sub-regional economic centre. Significant provision is made within Bath for economic growth, particularly modern employment space to meet the changing needs of the economy and take advantage of Bath's competitive position. The Council's policy of 'smart' growth promotes higher value sectors rather than only volume growth. Key areas of change within the city are along the riverside, especially, in the Enterprise Area. In order to meet development needs, land is released from the Green Belt at Odd Down and allocated for development.

1.28 Keynsham currently has a balance between numbers of resident workers and jobs but experiences significant in and out-commuting in light of the mismatch of resident workforce and types of available jobs. A focus will be to generate a range of jobs more suitable to the resident workforce. The key areas of change in Keynsham will be in the town centre and at Somerdale which has significant implications for the future of the town. In addition land is removed from the Green Belt to the south west and east of the town and allocated for development in order to provide additional employment floor space and housing. However, infrastructure constraints and national Green Belt objectives limit the level of development that the Town can accommodate. Land is also removed from the Green Belt at East Keynsham and safeguarded for possible development in the future. Development of this land will be permitted only when allocated for development following a review of the plan. These changes do not undermine the Core Strategy objective to maintain the town's separate identity.

1.29 In the **Somer Valley** there is significant net out-commuting due to the size of the employment base but there are also significant residential commitments on both greenfield and brownfield sites. The area does not have an operating rail link, there are no direct links to the motorways and there is limited scope to provide substantial infrastructure improvements in the Plan period. The strategy therefore recognises this position, and seeks to facilitate economic-led regeneration enabling job growth in the area. The focus for change will be in the town centres and on vacant and under-used sites within the Housing Development Boundary. The Housing Development Boundary will be reviewed in the Placemaking Plan.

1.30 In line with national policy and sustainability principles, new development in **rural areas** will be restrained 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 in the Green Belt will continue to apply to large parts of the rural areas and there is restraint on development that would be out of scale or harm the character of the open countryside.

1.30a However, in order to meet development needs during the Plan period, land is released from the Green Belt and allocated for development at **Whitchurch**. Whilst not well placed for Bath, the Council's sustainability appraisal identifies land on the edge of Bristol as being a relatively sustainable location.

1.31 The **Green Belt** is shown on the Key Diagram. The development of the spatial strategy has sought to minimise the impact on the Green Belt as far as possible. However, as described above, four strategic changes are made to the inner Green Belt boundary to release land to meet the need for new development. The new detailed boundary is set out on the Policies Map.

1.32 Nature of growth: The spatial strategy seeks to limit the impact of new development as a cause of climate change in terms of design and construction and also takes account of the impacts of climate change. Particular emphasis is also placed on the quality of new development and seeking to ensure the different needs of the District's communities, such as housing type and size or workspace needs are addressed.

1.33 Delivery: The scale of new homes entails a significant uplift in past rates of delivery from around 380 (2001-11) to an annualised average of 700+ (2011-29). Diagram 3a below sets out the proposed housing trajectory as at adoption of the Plan. Completions during 2011-2013 have been below the required annual average so there is already a shortfall in delivery. To recover from this shortfall, the annual rate of delivery required for the first five year period from adoption (2014-19) has been increased to 850 pa (4,250 dwellings over the 5 year period). A 20% buffer will be needed in the calculation of the 5 year housing supply at least for this first Plan period. Subject to delivery performance, this may decrease to 5% later in the plan period.

1.33a The take up of floorspace for economic development and the generation of additional employment is dependent on national economic performance as well as planning policy and local and sub-regional economic strategies. The jobs figure in the Plan is not a cap and additional growth will be enabled, if possible, where development would be sustainable.

1.35 The Infrastructure Delivery Programme (IDP) outlines how necessary social, transport and green infrastructure are aligned with new development. It focuses particularly on delivery mechanisms in the first 5 years of the Plan period. Essential infrastructure required to support the District-wide strategy is outlined in the relevant section of the Core Strategy.

Diagram 3a
Housing Trajectory
as at adoption

Note: completions for 2013/14 are provisional pending the completion of full year monitoring.

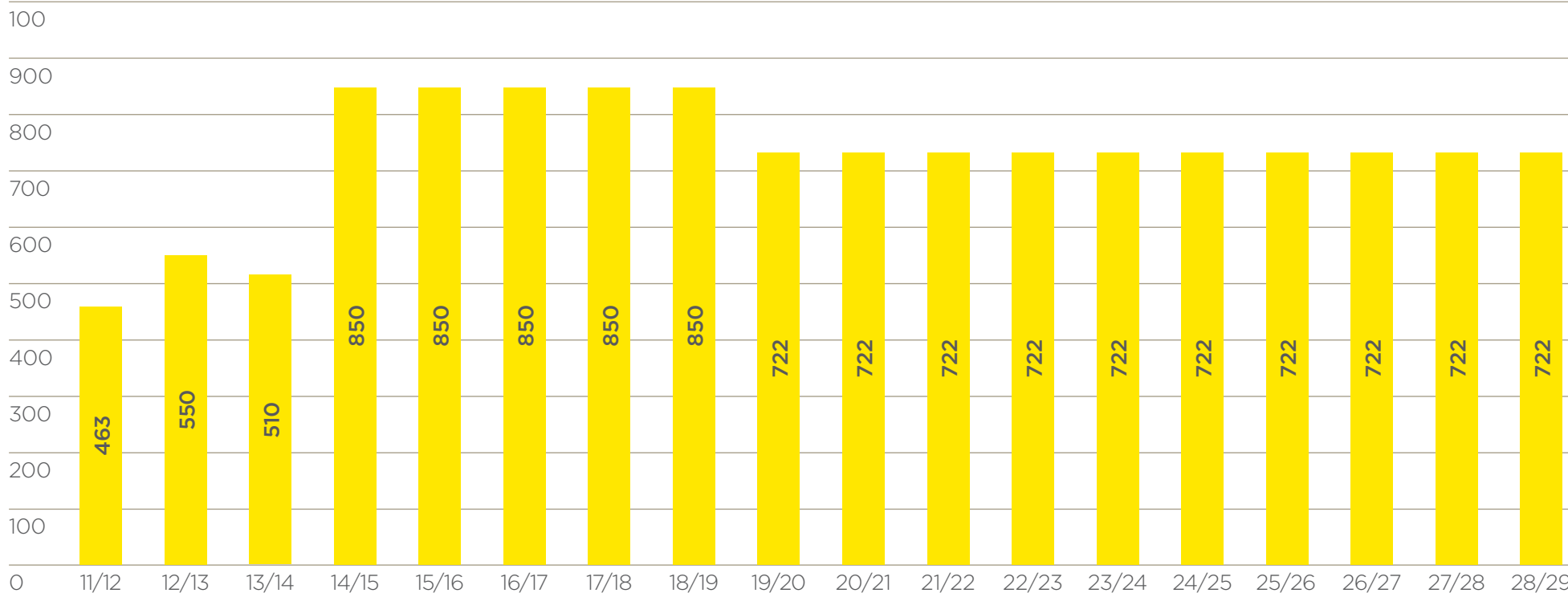


Table 1
Locational Policy Framework

| Locational Policies The Policy Framework for the location of new development is as follows: | Core Strategy Policy |
|---|-----------------------------------|
| Bath | Policies B1, B2, B3, B3A, B3C, B4 |
| Keynsham | Policies KE1, KE2, KE3A & B, KE4 |
| Midsomer Norton, Westfield & Radstock | Policies SV1, SV2, SV3 |
| Paulton, Peasedown St. John | Policy SV1 |
| Timsbury, Camerton, Hallatrow, High Littleton, Farrington Gurney | Policy SV1, and Policy RA1 or RA2 |
| Bathampton, Batheaston, Bathford, Bishop Sutton, Clutton/Temple Cloud, Compton Martin, East Harptree, Farrington Gurney, Farmborough, Hinton Blewett, Saltford, Camerton, Ubley, West Harptree and Whitchurch | Policy RA1 or RA2 |
| Whitchurch | Policy RA5 |

Policy DW1

District-wide spatial Strategy

The overarching strategy for B&NES is to promote sustainable development by:

- 1 focussing new housing, jobs and community facilities in Bath, Keynsham, and the Somer Valley particularly ensuring:
 - a there is the necessary modern office space in **Bath** within or adjoining the city centre to enable diversification of the economy whilst maintaining the unique heritage of the City
 - b sufficient space is available in **Keynsham** to reposition the town as a more significant business location whilst retaining its separate identity
 - c there is deliverable space to enable job growth in the towns and principal villages in the **Somer Valley** to create a thriving and vibrant area which is more self-reliant socially and economically
 - d development in **rural areas** is located at settlements with a good range of local facilities and with good access to public transport
- 2 making provision to accommodate:
 - a a net increase of 10,300 jobs
 - b an increase in the supply of housing by around 13,000 homes
- 3 prioritising the use of brownfield opportunities for new development in order to limit the need for development on greenfield sites
- 4 retaining the general extent of Bristol – Bath Green Belt within B&NES, other than removing land to meet the District’s development needs at the following locations identified on the Key Diagram and allocated on the Policies Map:
 - Land adjoining Odd Down
 - Land adjoining East Keynsham
 - Land adjoining South West Keynsham
 - Land at Whitchurch
- 5 requiring development to be designed in a way that is resilient to the impacts of climate change
- 6 protecting, conserving and enhancing the District’s nationally and locally important cultural and heritage assets
- 7 protecting and enhancing the District’s biodiversity resource including sites, habitats and species of European importance
- 8 ensuring infrastructure is aligned with new development
- 9 reviewing the Core Strategy at around five yearly intervals and when necessary, make changes to ensure that both:
 - a the objectives are being achieved particularly the delivery of the housing and work space targets set out in Table 9 to ensure that there remains a flexible supply of deliverable and developable land; and
 - b the Core Strategy is planning for the most appropriate growth targets, particularly housing and work space/jobs

The first review will be timed to co-ordinate with the review of the West of England Core Strategies in around 2016.

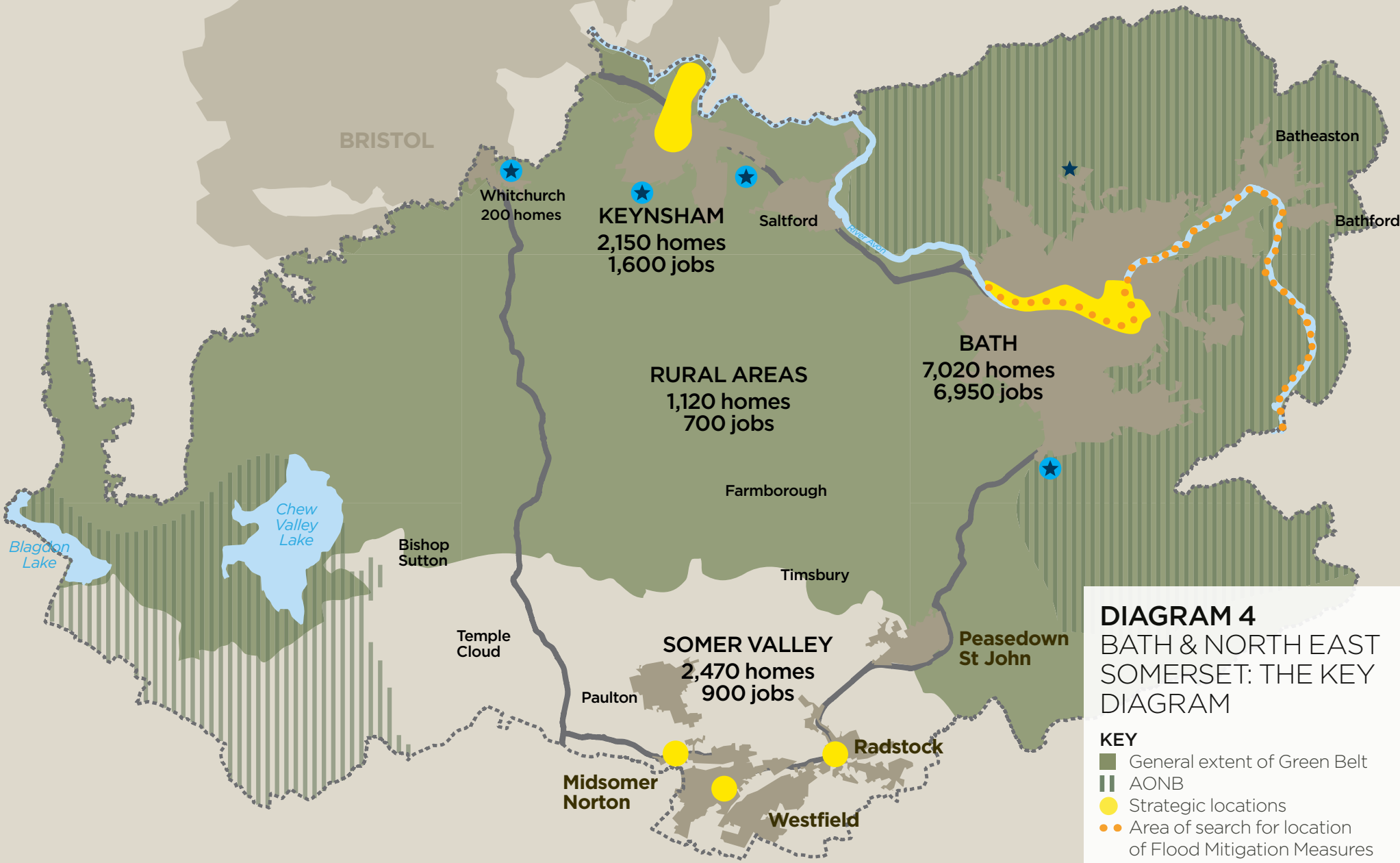


DIAGRAM 4
BATH & NORTH EAST SOMERSET: THE KEY DIAGRAM

KEY

- General extent of Green Belt
- ▨ AONB
- Strategic locations
- Area of search for location of Flood Mitigation Measures
- Showcase Bus Routes
- ★ Strategic Site
- Strategic Green Belt release

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Infrastructure

1.37 Delivery of the District wide spatial strategy will need to be supported by the provision of necessary infrastructure. The key district-wide infrastructure requirements identified in the B&NES Infrastructure Delivery Programme is summarised below, these are supplemented by infrastructure requirements included in each of the place based sections. The Infrastructure Delivery Programme also contains a number of desirable infrastructure items which are not included below, infrastructure planning involves an ongoing process of dialogue and communication with infrastructure providers and as further evidence is developed and future funding is secured additional items may be added to the Infrastructure Delivery Programme or their status may be upgraded or altered.

Table 2
Key District-wide Infrastructure

| IDP Ref | Key infrastructure item | Phasing | Cost | Funding & Delivery |
|--------------|--|--|----------------|---|
| DWI.1 | Direct Public Investment in Affordable Housing | 2010-2015 | £10m | Homes & Communities Agency Funding through the West of England Single Conversation: West of England Delivery & Infrastructure Plan |
| DWI.2 | Waste Treatment facilities | 2010-2029 | Not quantified | Joint Waste Core Strategy identifies deliverable sites. Development likely to be delivered through public/private sector led delivery |
| DWI.3 | Early Years, Primary & Secondary Education | At key stages throughout the plan period | | Schools reorganisation plan to contain the Strategy of the Local Education Authority. Developer contributions to be secured. Sites may need to be allocated in the Placemaking Plan |
| DWI.4 | Acute Care – Capital Projects associated with maintenance of the estate, to enable the RUH to provide for increasing numbers, anticipated demographic change will increase numbers of young and old who are the main groups accessing acute care | 2010-2029 | £50m | RUH NHS Trust seeking funding working with the Department of Health |
| DWI.5 | Power Generation & Distribution | 2010-2029 | Not quantified | Western Power Distribution (South West) Plc. 5 year cycles of investment agreed with Ofgem. |

| IDP Ref | Key infrastructure item | Phasing | Cost | Funding & Delivery |
|---------|---|------------------------|--|--|
| DWI.6 | Gas Supply | 2010-2029 | Not quantified | Wales and West Utilities Infrastructure Plan – private sector funded. Specific issues in Bath addressed via BWR site works |
| DWI.7 | Water Supply | 2010-2029 | Not quantified | Bristol Water Resource Management Plan |
| DWI.8 | Waste Water | 2010-2029 | Not quantified | Wessex Water Business Plan (2010-15) 5 year cycles of investment agreed with Ofwat |
| DWI.9 | Playing Pitches | 2010-2029 | Not quantified | Playing Pitch Strategy Evidence Base Green Space Strategy (2007) Delivery via public sector asset management and private sector investment |
| DWI.10 | Green Space (Formal, Informal & Allotments) | 2010-2029 | Standards set and cost of provision quantified in the Green Space Strategy | Green Space Strategy Delivery via public sector asset management and private sector investment |
| DWI.11 | Children's Play | To be complete by 2029 | £2.5m capital funding Further costs not quantified. | Department for Children, Schools and Families |

**The strategy is to
locate new development
in the most sustainable
locations...**

| IDP Ref | Key infrastructure item | Phasing | Cost | Funding & Delivery |
|---------|--|-----------|--------------------------|---|
| DWI.12 | Green Infrastructure | 2011-2029 | Not quantified | Green Infrastructure Strategy. Delivery via public sector asset management, private sector investment, voluntary and community sector |
| DWI.13 | Greater Bristol Bus Network Improvements | 2006-2016 | £70m for overall project | West of England Authorities, First Group, DfT |

Table 3

Policy framework and mechanisms for delivering the strategic objectives.

| Strategic Objectives & SCS drivers | Policy framework and mechanisms to support delivery | |
|---|--|--|
| <p>1 Pursue a low carbon and sustainable future in a changing climate</p> <p><u>Climate change</u> <u>Growth</u></p> | <p>National Policy NPPF</p> <p>Local Policy Core Strategy:</p> <ul style="list-style-type: none"> • Policy DW1 District Wide Spatial Strategy • Policy CP4 District Heating • Policy CP1 Retrofitting Existing Buildings • Policy CP2 Sustainable Construction • Policy CP3 Renewable Energy • Place based Sections <p>Local Plan saved policies for:</p> <ul style="list-style-type: none"> • Minerals, Energy, Utilities, Health & Safety, Waste, Access • Joint Waste Core Strategy | <p>Key Strategies & Plans</p> <ul style="list-style-type: none"> • Strategy Flood Risk Assessments • Flood Risk Management Strategy |

| Strategic Objectives & SCS drivers | Policy framework and mechanisms to support delivery | |
|---|--|--|
| <p>2 Protect and enhance the District's natural, built and cultural heritage and provide green infrastructure</p> <p><u>Growth</u> <u>Locality</u></p> | <p>National Policy NPPF</p> <p>Local Policy Core Strategy:</p> <ul style="list-style-type: none"> • Policy B4 The World Heritage Site and its Setting • Policy CP6 Environment Quality • Policy CP8 Green Belt • Place-Based Sections <p>Local Plan saved policies for:</p> <ul style="list-style-type: none"> • Implementation, Design, Community Facilities & Services, Sport & Recreation, Green Belt, Natural Environment, Built and Historic Environment | <p>Key Strategies & Plans</p> <ul style="list-style-type: none"> • Public Realm & Movement Strategy for Bath City Centre • Cultural Strategy • World Heritage Site Management Plan • South West Nature Map • Green Infrastructure Strategy • Green Space Strategy • Planning Obligations SPD • Infrastructure Delivery Programme • WILDthings Biodiversity Action Plan • Cotswolds and Mendip Hills AONB Management Plans |
| <p>3 Encourage economic development, diversification and prosperity</p> <p><u>Growth</u> <u>Economy</u></p> | <p>National Policy NPPF</p> <p>Local Policy Core Strategy:</p> <ul style="list-style-type: none"> • Policy DW1 District Wide Spatial Strategy • Policy CP12 Centres and Retailing • Place-Based Sections <p>Local Plan saved policies for:</p> <ul style="list-style-type: none"> • Economy, Tourism & Agriculture | <p>Key Strategies & Plans</p> <ul style="list-style-type: none"> • Economic Development Strategy • Public Realm and Movement Strategy for Bath City Centre |
| <p>4 Invest in our city, town and local centres</p> <p><u>Growth</u> <u>Locality</u> <u>Economy</u></p> | <p>National Policy NPPF</p> <p>Local Policy Core Strategy:</p> <ul style="list-style-type: none"> • Policy CP12 Centres and Retailing • Place-Based Sections <p>Local Plan saved policies for:</p> <ul style="list-style-type: none"> • Design, Economy, Tourism & Agriculture, Sport & Recreation, Shopping | <p>Key Strategies & Plans</p> <ul style="list-style-type: none"> • Destination Management Plan • Retail Strategy • Economic Development Strategy • Public Realm and Movement Strategy for Bath City Centre |

Strategic Objectives & SCS drivers

Policy framework and mechanisms to support delivery

5
Meet housing needs
Demographic Change
Growth
Inequalities
Locality

National Policy
NPPF

Local Policy
Core Strategy:

- Policy DW1 District Wide Spatial Strategy
- Policy CP9 Affordable Housing
- Policy CP10 Housing Mix
- Policy CP13 Infrastructure Provision
- Policy CP11 Gypsies, Travellers and Travelling Showpeople
- Policy B5 Strategic Policy for Bath's Universities
- Place-Based Sections

Local Plan saved policies for:

- Housing
- Planning Obligations SPD

Key Strategies & Plans

- The Key to Independence - Housing Strategy for Older People
- Student Accommodation Strategy
- Infrastructure Delivery Programme
- Housing and Wellbeing Strategy 2010-2015

6
Plan for development that promotes health and well being
Growth
Inequalities
Locality

National Policy
NPPF

Local Policy
Core Strategy:

- Policy CP7 Green Infrastructure
- Policy CP13 Infrastructure Provision
- Place based sections

Local Plan saved policies for:

- Sport & Recreation, Access

Key Strategies & Plans

- Green Infrastructure Strategy
- Green Spaces Strategy
- Planning Obligations SPD
- Housing and Wellbeing Strategy 2010-2015
- Public Realm & Movement Strategy for Bath City Centre
- Air Quality Management Areas for Bath and Keynsham

7
Deliver well connected places accessible by sustainable means of transport
Climate change
Growth
Inequalities

National Policy
NPPF

Local Policy
Core Strategy:

- Policy CP13 Infrastructure Provision
- Place based sections

Local Plan saved policies for:

- Sport & Recreation, Access

Key Strategies & Plans

- Infrastructure Delivery Programme
- Joint Local Transport Plan 3
- Public Realm & Movement Strategy for Bath City Centre
- Air Quality Management Areas for Bath and Keynsham

Bath

| | | |
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Therapeutic
 Entrepreneurial
 Innovative
 Creative
 Imaginative
 Beautiful

Harmonious
Picturesque
Unique
Historic
Roman
Georgian



Busy
Vibrant
Peaceful
Quiet
Great
Tired
Neglected



Setting the Agenda

Context Historical Context

“continuous development over two millennia”

WHS Statement of Significance
(2010)

2.01 From its early history as a Celtic place of reverence and as a spa during Roman occupation, Bath evolved into a Saxon monastic settlement and subsequently a Norman cathedral town. During the Middle Ages it developed into a regional market and a centre of the woollen trade before becoming perhaps the most significant national health resort of Elizabethan and Stuart England. Rapid expansion in the Georgian era saw Bath become the foremost fashionable resort of the 1700s, and created an enduring architectural legacy.

2.02 The Victorian city struggled to cope with its Georgian legacy. At the beginning of Victoria's reign Bath was the 9th largest town in England with a population of nearly 50,000. Thereafter Bath lagged behind the national level of industrial urban expansion and instead Bath refined its image as a place of genteel residence and retirement. Many pinned their hopes of a social revival with Brunel's Great Western Railway, but this did little to reignite the popularity of the city. Instead the railways served to crystallize an industrial strip of mills and foundries along the River Avon as far as Twerton. Towards the end of the Victorian period the Corporation sought to revive the city as a spa upon the rediscovery of its Roman origins. However, little came of efforts to establish Bath as a leading therapeutic centre.

2.03 The pace of growth in Bath was slow during the early part of the 20th Century, a reflection of the depressed state of the national economy, but the aftermath of WWI resulted in a great deal of inter war house building and a surge in the land coverage of the city. In the inter war period the southern part of the landscape bowl at Southdown and the Odd Down Plateau was colonised. Elsewhere, suburban development took place at Weston and Larkhall and new neighbourhoods were connected to the centre by the Bath Electric Tramway. After the Second World War Bath was caught up in the process of rapid socio-economic change that was at work in the country as a whole. Change within the city reflected many national trends, including the growth of private motoring, modernist reconstruction and the subsequent rise of the conservation movement. In 1987, in recognition of its unique cultural value the city was inscribed as a World Heritage Site. This raised its international profile as a tourist destination and has sharpened debate about how change and development should be managed and what 'sustainability' means for the city and its future.

2.04 Bath has exhibited a positive genius for reinventing itself and will need to do so again in order to emerge from the economic shocks of the early 21st century as a more environmentally sustainable and economically competitive place that stewards well its remarkable cultural inheritance.



Strategic Issues

- 1 The history of Bath has included several changes of image, function and fortune but it maintains a strong place in the popular imagination as an elegant Georgian spa town with a remarkable Roman legacy. The city retains many of the characteristics which have made it a place of high environmental quality and a desirable place to be for previous generations. The approach to planning for 21st century Bath must be driven by these qualities so that the city continues to be a distinctive, successful and competitive place.
- 2 The conservation and enhancement of the World Heritage Site (WHS) and its setting and of the Conservation Area must be reconciled with contemporary socio-economic and environmental challenges, including climate change. Bath's WHS status and environmental quality is not an obstacle to economic growth – it is part of a strong 'brand', an incentive to and enabler of prosperity – however, it does require that contemporary change is managed sensitively and that high quality design is achieved.
- 3 The Council's Economic Strategy and research by Business West sets out the current health of the city and considers its future prospects. Bath's prosperity depends on enabling the growth of existing business, attracting high value added employers and moving towards a low carbon economy. It will have to compete with other cities and large towns also wishing to attract growing sectors. This will require a new phase of investment in offices and other workspaces within and adjoining the city centre. It also means optimising the contribution of both universities to the economy as sources of creativity, innovation and labour and enabling the development of related employment and business premises.
- 4 Alongside measures to diversify the economy, industrial enterprise must be allowed to compete in the land market in order to sustain a mixed employment offer for a multi-skilled workforce.
- 5 The strategy for the city must sustain the critical contribution of tourism to the economy. This means protecting and enhancing the characteristics that make the city special and ensuring that an appropriate level and range of visitor accommodation is maintained.
- 6 The housing market is particularly expensive to penetrate and this contributes to a dislocation of workers from workplace and exacerbates the level of in-commuting from lower cost locations. More housing and more affordable housing is needed to support economic growth, increase the co-location of jobs and workers, and address the needs of households on the housing register.
- 7 There is a significant imbalance between the resident workforce and jobs in the city. The main place of employment for about 30% of the resident workforce is outside Bath and the city imports many workers from beyond its boundaries, particularly from the market towns of West Wiltshire.
- 8 There are considerable areas of derelict and underperforming land and a number of prominent sites in need of redevelopment in order to enhance the World Heritage Site and protect its setting and the Green Belt from incursion.
- 9 The public realm of the city centre is suffering from decades of underinvestment and a much better relationship is needed between the city and its river.
- 10 Congestion on the main radial routes, the city's air quality management areas and climate change require that the spatial strategy makes the most of existing public transport infrastructure and planned investment. In this way growth can enable people to travel to and around the city with less environmental impact and greater efficiency.
- 11 In order to enable development in the Central Area and Western Corridor significant works will be needed to mitigate flood risk together with essential land remediation.
- 12 Much of the building stock of the city is energy inefficient. Planning policies should enable improvements to the energy performance of Bath's buildings and also the generation of low carbon sources of energy.
- 13 The development of the University of Bath and Bath Spa University requires strategic policy direction in order to secure the future of each institution, and to ensure that the student population does not continue to drive the student lettings market to the detriment of the normal private housing stock and existing communities.
- 14 The Bath/Bradford-on-Avon Special Area of Conservation (SAC) is designated because of the presence of bats and their foraging areas. Bats are protected under European and UK legislation and care must be taken to avoid impacts to the integrity of the SAC.

World Heritage, Regeneration and 'Place'

2.05 In addition to enabling the delivery of the Sustainable Community Strategy, the Bath spatial strategy seeks to contribute to the actions proposed in the City of Bath World Heritage Site Management Plan (November 2010) that seek to protect the Outstanding Universal Value (OUV) of the site and its setting. The significance of the WHS is set out in the Statement of Outstanding Universal Value and derives from the city's Hot Springs, its Roman Archaeology; Georgian town planning; Georgian architecture; the green setting of the City within a landscape bowl. The Cotswolds AONB Management Plan is also important in this regard as Bath's townscape and landscape combine to form a special composition of town and country.

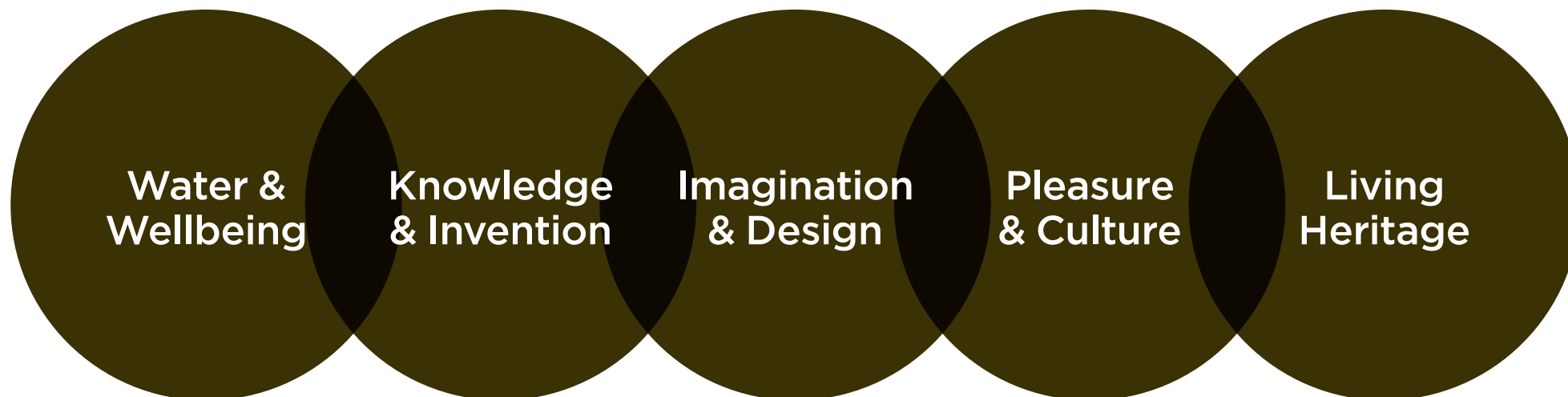
2.06 In 2006 the Council published 'The Future for Bath' in which it sought to define the essence of the city – its DNA. It articulates a suite of regenerative themes, derived from the aspirations, intentions and activities that have shaped Bath's socio-economic history and character. It proposes that these influences should be reinterpreted and translated into a contemporary context to inspire a distinctive future place brand and identity. The themes are:

2.07 The Bath spatial strategy has been prepared against the background of this regeneration agenda so that it contributes to the realisation of a distinctive and authentic development programme for the city. As an international cultural asset, well considered and high quality growth is a key principle guiding the overall level, type and design of new development. The strategy prioritises the creation of enduring developments, places and neighbourhoods over 'planning by numbers' in order to deliver relatively short term targets. It seeks to shape development that will be appreciated and used well into the future and to deflect ill-conceived proposals that might be rejected within a generation.

2.08 The Public Realm and Movement Strategy for the city centre has already responded to this agenda in order to shape investment in the city centre. It sets out a programme to reanimate the city centre by:

- Rebalancing the movement and transport systems in favour of pedestrians, cyclists and public transport users.
- Refashioning streets, spaces and the riverside including pavements, seating, lighting, etc.
- Revealing the centre through a new wayfinding and city information system.

Progress on these issues has been made possible through funding secured by the Council from the EU CIVITAS programme.





**Bath's townscape
and landscape to form
a total composition
of form and place**

Bath

2b

Vision and Spatial Strategy for the City

A Vision and Strategy for the City

2.09 The key strategic issues, along with other plans and the Future for Bath have informed a vision for the city as set out below. The spatial strategy for Bath and strategic policies for specific areas set out in this chapter seek to deliver this vision.

The Vision What the spatial strategy is seeking to achieve

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

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

Where possible the built environment will evolve in a more energy and resource efficient manner and renewable and sustainable energy, appropriate to the Bath context will be introduced, alongside measures to mitigate and adapt to climate change and to pursue a reduced carbon economy.

The delivery of new housing is a vital component of the vision and will help to create a sustainable relationship between the city's labour and job markets and support Bath's economic potential.

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

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

Newbridge and Twerton Riversides

Industrial focus north of the river. Mixed use to the south.

Western Riverside

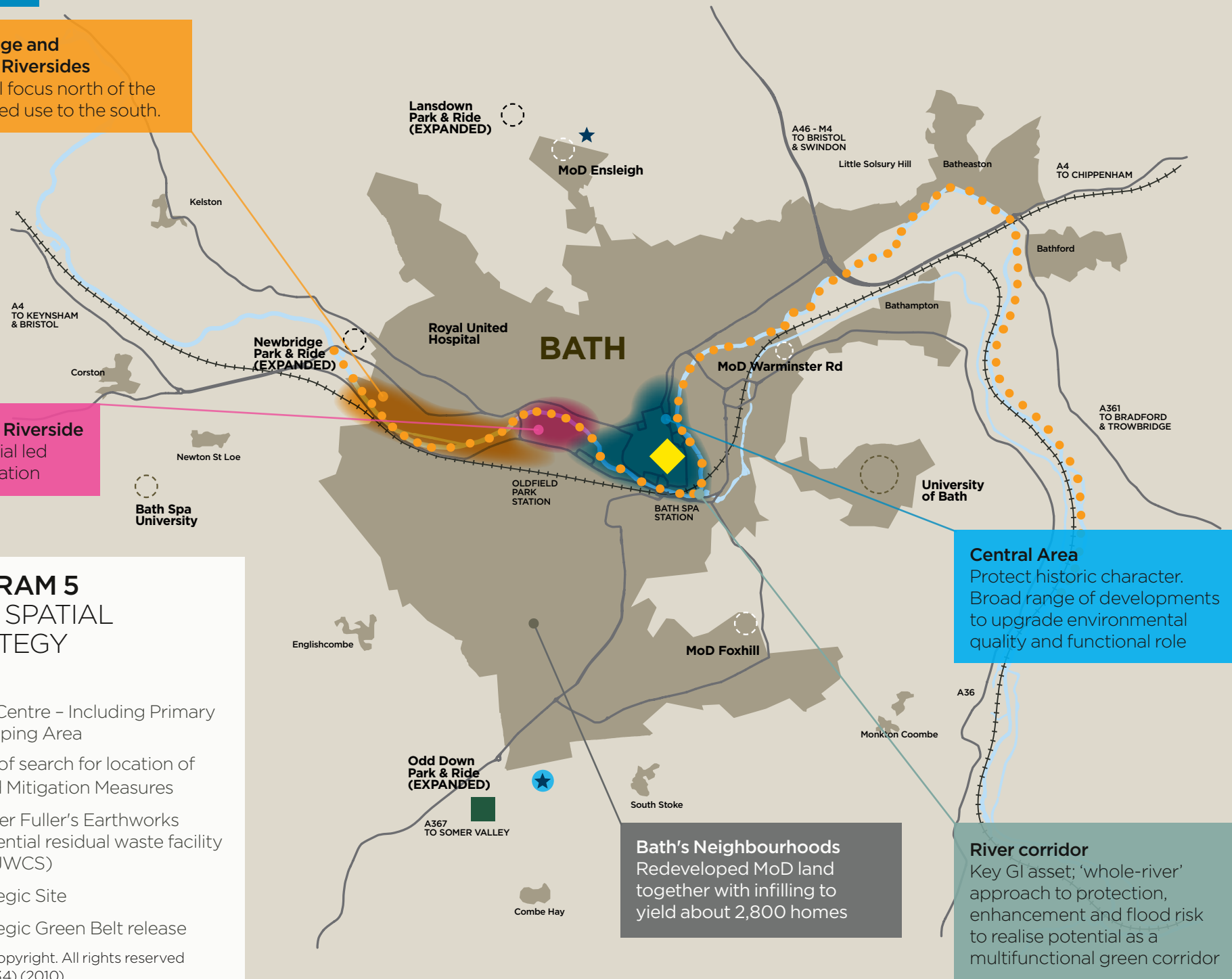
Residential led Regeneration

**DIAGRAM 5
BATH SPATIAL
STRATEGY**

KEY

- ◆ City Centre - Including Primary Shopping Area
- Area of search for location of Flood Mitigation Measures
- Former Fuller's Earthworks - potential residual waste facility (see JWCS)
- ★ Strategic Site
- Strategic Green Belt release

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Central Area
Protect historic character. Broad range of developments to upgrade environmental quality and functional role

Bath's Neighbourhoods
Redeveloped MoD land together with infilling to yield about 2,800 homes

River corridor
Key GI asset; 'whole-river' approach to protection, enhancement and flood risk to realise potential as a multifunctional green corridor

Policy B1

Bath Spatial Strategy

The strategy for Bath is to:

1 Natural and Built Environment

Sustain and enhance the significance of the city's heritage assets, including:

- a The Outstanding Universal Value of the City of Bath World Heritage Site and its setting.
- b Listed buildings, the Bath Conservation Area and their settings.
- c Archaeology, scheduled ancient monuments, and historic parks and gardens.
- d Non-designated heritage assets of local interest and value.
- e Giving great weight to conserving landscape and scenic beauty in the Cotswolds Area of Outstanding Natural Beauty.
- f The network of green spaces and wildlife corridors including the River Avon and Kennet and Avon Canal, Local Nature Reserves, formal and informal parks and recreational areas, trees and woodlands.
- f The biodiversity resource including species and habitats of European importance.

All of the following objectives will be considered in the context of part 1 of this policy:

2 Economic Development

- a 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.
- b Plan for the expansion of knowledge intensive and creative employment sectors by enabling the stock of office premises to increase from about 173,000m² in 2011 to about 213,000m² in 2029.
- c Achieve the net additional increase to the stock of office premises of 40,000m² by enabling the development of 50,000m² of new space, linked to a managed release of 10,000m² of that which is qualitatively least suitable for continued occupation.
- d Focus new office development within and adjoining the city centre and enable appropriate levels of business space in mixed use out-of-centre development sites.
- e Plan for a contraction in the demand of industrial floor space from about 167,000m² in 2011 to about 127,000m² in 2029 but sustain a mixed economy to support Bath's multi-skilled workforce and multi-faceted economic base by retaining a presumption of favour of industrial land in the Newbridge Riverside area.

3 Housing

- a Enable the development of about 7,000 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.

Policy B1

Bath Spatial Strategy

4 The Relationship between Population, Labour Supply and Employment

- a At the margin of delivery, achieve a better balance between the overall number of jobs in the city and the resident workforce. A sufficient increase in housing delivery and the associated growth of the labour force will reduce the need for labour to be imported from neighbouring locations. Economic diversification will reduce the need for a significant minority of resident workers to out-commute to other areas.
- b Reduce the proportion of the resident workforce who out commute and enable a shift in the level of self-containment from 70% to nearer 80%.

5 Previously developed land

- a Regenerate and repair a number of areas within the Central Area and Enterprise Area to create new areas of attractive and productive townscape and a much improved relationship between the city and its river.
- b Transform the Western Riverside area into a contemporary residential neighbourhood.
- c Redevelop surplus Ministry of Defence land at Foxhill, Warminster Road and Ensleigh to optimise the contribution that these areas can make to the city's development needs.

6 Shopping

- a Ensure that the primary shopping area successfully absorbs Southgate into the trading patterns and character of the city centre by not making provision for a further large scale comparison retail project.
- b Enable small to medium sized comparison retail development that improves the shopping offer and enhances the reputation of the city centre.
- c Protect and where possible enhance the vitality and viability of District and local centres.
- d Focus additional convenience retail floorspace (beyond existing commitments) within and on the edge of existing centres before considering out-of-centre sites that might improve the spatial pattern of provision across the city.
- e Enable the provision of neighbourhood retail services at Ensleigh, Warminster Road, Foxhill, and associated with the Strategic Site Allocation adjoining Odd Down.



7 Higher Education

- a Enable the provision for additional on-campus student bed spaces at the University of Bath and at Bath Spa University and new off-campus student accommodation subject to policy B5, thereby facilitating growth in the overall number of students whilst avoiding growth of the student lettings market.
- b Enable provision of additional on campus and in-city teaching and research space.

8 Tourism, Culture and Sport

- a Manage the provision of 500-750 new hotel bedrooms to widen the accommodation offer of the city, increase overnight stays and the competitiveness of the Bath as a visitor and business destination.
- b At the Recreation Ground, and subject to the resolution of any unique legal issues and constraints, enable the development of a sporting, cultural and leisure stadium.
- c Enable the provision of enhanced facilities for interpretation of the World Heritage Site in the Central Area and for the City's Archives.
- d Enable the provision for a new cultural/performance/arts venue within the Central Area.

9 Public Realm

- a Facilitate enhancement of the public realm of the Central Area and delivery of a Wayfinding and City Information System in line with the Public Realm and Movement Strategy.

10 Infrastructure and Delivery

To enable the delivery of the spatial strategy for Bath it will be necessary to implement the actions presented in Section 2G. In summary this means:

- a Implementing improvements to walking, cycling and public transport infrastructure, including the 'Bath Package', to improve connectivity to and from areas of housing, employment and neighbourhood centres.
- b Implementing a new Parking Strategy.
- c Implementing the Air Quality Management Plan for Bath.
- d Implementing flood mitigation measures to ensure development in vulnerable areas of the Central Area and Enterprise Area is safe whilst not increasing risk elsewhere.
- e Addressing land remediation within the Central Area and Enterprise Area in relation to industrial and utilities uses. The decommissioning and removal of the Windsor Gas Holder Station must be addressed as part of the redevelopment of Bath Western Riverside and its environs.

11 Energy conservation and sustainable energy generation

- a Enable renewable energy generation including the development of district heating networks.
- b Improve the energy efficiency of the built environment.

The Central Area and Enterprise Area

2.10 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.

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

2.12 Within this area flood risk is a key constraint which is likely to increase as a result of climate change. A sequential, risk-based approach is taken to the strategy for Bath in accordance with the NPPF. The Central Area and Enterprise Area is regarded as the most suitable location within the District for the scope of activities envisaged. A site specific flood risk assessment must demonstrate that the development within this area will be safe throughout its lifetime without increasing flood risk elsewhere in accordance with the NPPF and Policy CP5 (see infrastructure and delivery section).

2.13 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 placemaking principles to shape change.

The policy areas are:

- The Central Area (comprising the City Centre, South Quays and Western Riverside East)
- Western Riverside
- Twerton and Newbridge Riverside



2.14 The Core Strategy sets out a clear, firm and enduring vision of change for these areas upon which to base site specific delivery proposals.

2.15 To support the Core Strategy a Placemaking Plan will be prepared to 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.

The Placemaking Plan will:

- Establish the potential use of individual sites and set out sustainable design principles
- Resolve conflicting objectives in areas subject to development pressures
- Protect environmental assets 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

▼ DIAGRAM 6 THE CENTRAL AREA AND ENTERPRISE AREA

KEY

- Central Area
- Enterprise Area

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The Central Area

2.16 The Central Area of Bath lies at the heart of the World Heritage site and much of it lies within the Bath Conservation Area. The Central Area comprises the city centre and neighbouring locations to the south and east.

A key objective of the plan is for the city centre to expand to encompass the entire Central Area. The precise extent of the city centre boundary is identified on the Policies Map. This boundary will be reviewed every 5 years based on observable change.

▼ DIAGRAM 7 GENERAL EXTENT OF THE CENTRAL AREA

KEY

-  City Centre
-  Central Area
-  Key Development Hotspots

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Policy B2

Central Area Strategic Policy

1 The Role of the Central Area

Change within the Central Area should improve Bath's profile and performance as:

- a An important cultural asset for the world.
- b One of the country's most desirable and beautiful places in which to live and work.
- c A more dynamic place for business, enterprise, creativity and innovation.
- d An attractive centre for shopping, leisure and recreation.
- e A spa town that inspires, relaxes and entertains.
- f A visitor destination of international renown.
- g A place that connects people to the natural environment.
- h A place to, and in which people increasingly travel by walking, cycling or by using public transport.

2 Placemaking Principles

Change within the Central Area should reinforce and contribute to the City's unique character and identity.

Assets of the Central Area

The following characteristics combine to provide an exceptional urban environment. Development proposals must demonstrate that they have been inspired and shaped by these characteristics. The Placemaking Plan will set out how the redevelopment of specific sites can respond to these characteristics:

- a There are many areas of exemplary urban design where the relationship between buildings, streets and public spaces presents a high quality environment for people to enjoy.
- b The urban landscape of streets, blocks and plots within the core of the city is of a fine and characteristic grain and contains a high proportion of listed buildings.
- c There are extensive areas of high quality architecture where individual buildings (in terms of height, scale, massing and architectural treatment) combine to form a harmonious townscape ensemble.

- d The limited palette of materials and the quality, detailing, skill of craftsmanship and authenticity of construction presents a coherent and high quality finish to the urban scene.
- e Many buildings have a proven track record as being adaptable to a range of uses over time.
- f There is a strong visual relationship between the built environment and its landscape setting providing many glimpses and views, out of, within and into the Central Area.
- g The Central Area enjoys good proximity and connectivity to high quality urban parks and waterways for recreation. These also make walking and cycling to and from the Central Area an attractive option.
- h The River Avon and its banks are of nature conservation value and provide important bat foraging corridors and opportunities to connect people to the natural environment.
- i The compactness and continuity of the primary shopping area, high representation of independent, specialist and multiple retailers amongst high incidence of historic shop fronts are key strengths.
- j The prevalence of active street frontages contributes to lively streets and public areas.

Policy B2

Central Area Strategic Policy Continued

- k There are a wide range of uses and activities within a walkable distance from each other and the bus and rail stations.
- l A series of public spaces allow for temporary uses such as festivals, markets and events which contribute to the cultural identity and local economy of the city.
- m The city centre maintains a 'lived in' feel due to the number of residences both within and adjoining the city centre.

Risks to the Central Area

The following issues are identified as key risks to enhancing the function and appearance of the Central Area. Development proposals must, where possible, address these issues:

- n There are areas of poor quality post war development which have disrupted and fractured the urban grain. A number of these result in underutilised and poorly connected areas of riverside. within or having a relationship with, the Central Area.
- o There are areas where the river acts as a barrier to pedestrian and cycling desire lines and further crossings would be beneficial in enabling sustainable transport choices and for the enjoyment of the city.
- p The poor quality of much of the public realm has a negative impact on the experience of the city centre, the World Heritage Site and Bath's external image.
- q The volume of traffic harms the environmental quality of a number of streets and spaces and impedes the movement of pedestrian and cyclists. It therefore acts as a barrier to the expansion of a walkable city centre.
- r Whilst the incidence of independent and local retailers remains high compared to other centres, there has been a slow decline in their presence.
- s There is limited capacity on the highway network to absorb increased motorised travel.
- t Congestion reduces the reliability of public transport to and from the Central Area.
- u Parts of the Central Area fall within flood zones 2 and 3a (See 'Infrastructure and Delivery') and this affects a number of key development opportunities (see B1.3)
- v A lack of flexible modern offices and other workspaces and an over reliance on Georgian office space impedes productivity, economic growth and diversification.
- w The building stock of the Central Area is energy inefficient.

3 Key Development Opportunities

Figure 7 illustrates the general extent of the city centre, identifies neighbouring areas with the most capacity for significant change and key regeneration opportunities. The precise extent of the city centre, including that of the primary shopping area is shown on the Policies Map (see Appendix 3). Within the context of the NPPF, economic development led mixed use development proposals at the following locations that accord with parts 1 and 2 of Policy B2 and contribute to the scope and scale of change listed in part '4' of this policy will be welcomed.

City Centre

- a North of Pulteney Bridge (Cornmarket, Cattlemarket, Hilton Hotel, and The Podium).
- b Manvers Street Car Park, Avon & Somerset Police Station and Royal Mail Depot area.
- c Green Park Road (Green Park House).
- d Bath Quays North (Avon Street Car and Coach Park and City College).
- e Kingsmead (Kingsmead House, Telephone Exchange, Plymouth House and land in the vicinity of Kingsmead Square).

Neighbouring the City Centre

- f Bath Quays South (Stothert and Pitt to Travis Perkins).
- g The Green Park Station area.
- h The Homebase area including the Pinesway industrial estate and gyratory.

4 Scope and Scale of Change

The key activities to be accommodated within the Central Area are:

- a Small to medium sized comparison retail development where this retains a compact and continuous primary shopping area.
- b A net increase of about 40,000 sq.m of modern office and creative workspace, to enable the growth of sectors targeted in the Economic Strategy.
- c 2,000 sq.m of convenience shopping space to address the overtrading of existing stores.
- d Manage the delivery of 500-750 hotel bedrooms to widen the accommodation offer of the city, increase overnight stays and the competitiveness of the city as a popular visitor destination.

- e About 500 additional dwellings as part of mixed use schemes on the key redevelopment opportunities that have been identified.
- f A rejuvenated public transport interchange including improvements to Bath Spa Rail Station.
- g A comprehensive programme for public realm enhancement and implementation of a Wayfinding and City Information System.
- h Existing uses within the Central Area that remain compatible with its future role and the scope and scale of change envisaged for it, should, where appropriate, be reincorporated as part of redevelopment proposals, unless this is not viable or would significantly reduce the capacity of the Central Area to accommodate jobs or housing development. In such circumstances reasonable efforts should be made to ensure such uses are relocated elsewhere.
- i A cultural / performance / arts venue.
- j The retention and enhancement of leisure facilities.
- k Major riverside access and habitat enhancements.



The lack of flexible modern offices and other workspaces and an over reliance on Georgian office space impeded economic growth, productivity and diversification

The Central Area in 2029

2.17 The implementation and delivery of this strategic policy over the lifetime of the Core Strategy will mean that the Central Area will have changed by 2029 as set out in Diagram 8. It is anticipated that the extent of the city centre boundary will expand westwards as key development sites within the existing city centre and edge of centre areas are redeveloped to fully optimise their locations and generate more intensive activity.

2.17a The Central Area is intensified and rejuvenated and the extent of the city centre uses now stretches across the River Avon. The area is perceived as a total composition. New mixed use schemes complement the character and economic function of the core, contributing to lively streets, spaces and riverside areas, creating 'stepping stones' of activity that serve to connect the Central Area with Western Riverside. The historic core of the city centre is seamlessly connected to new development areas to the south and west.

2.17b The city centre is predominantly car free and is served by an integrated access, movement and wayfinding system. Bespoke projects have upgraded the public realm and combine with high quality new development to enhance the identity and competitiveness of the city as a whole. A network of urban spaces and an expanded set of pedestrian circuits encourage wider circulation within an expanded city centre. This network supports retail and cultural activity and connects to a wider network of heritage and cultural attractions, parks and gardens, and beyond to surrounding residential neighbourhoods.

2.17c The River Corridor is a key element of the experience of the city. It offers a continuous pedestrian route with frequent access points, a series of new and enhanced pedestrian bridge crossings and a variety of well-connected river corridor spaces and character areas which contribute to the green infrastructure and ecology of the city and offer a range of recreational opportunities.



DIAGRAM 8 ▼ THE CENTRAL AREA OF 2029 (ADAPTED FROM THE PUBLIC REALM AND MOVEMENT STRATEGY)

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DIAGRAM 8 CONTINUED ▼



Western Riverside

2.17d The area formerly occupied by the Stothert and Pitt engineering company and adjoining land has been earmarked for a major programme of residential led regeneration for a number of years. Western Riverside is allocated for residential led development in Policy GDS.1/B1 of the Bath and North East Somerset Local Plan (October, 2007). This policy is supported by a Master Plan Supplementary Planning Document (March, 2008). This is a complex site but significant planning progress has been made with the delivery of phase I commencing in December 2010.

2.17e In order to fully deliver Bath Western Riverside, land remediation works to decommission and remove the Windsor Gas Holder Station will be needed.

Extent of Western Riverside

2.17f The Core Strategy Western Riverside policy area is a smaller area than that to which Local Plan Policy GDS.1/B1 and its accompanying SPD applies. It does not include the majority of the area referred to as Western Riverside East aside from the area covered by the approved outline planning permission. Western Riverside East is now conceptualised as forming part of the Central Area because of the commercially led mixed use emphasis being sought for this area.

Western Riverside Policy Approach

2.17g The spatial strategy retains the planning principles that have been established for this area. Local Plan Policy GDS.1/B1 for Western Riverside continues to apply to the area shown in Diagram 8 and is saved as part of the Development Plan. For Riverside East, Policy GDS.1/B1 and the BWR SPD will apply alongside Policy B2 until CIL is adopted to supersede extant planning obligations guidance and the Placemaking Plan is adopted to supersede extant other guidance in the BWR SPD.

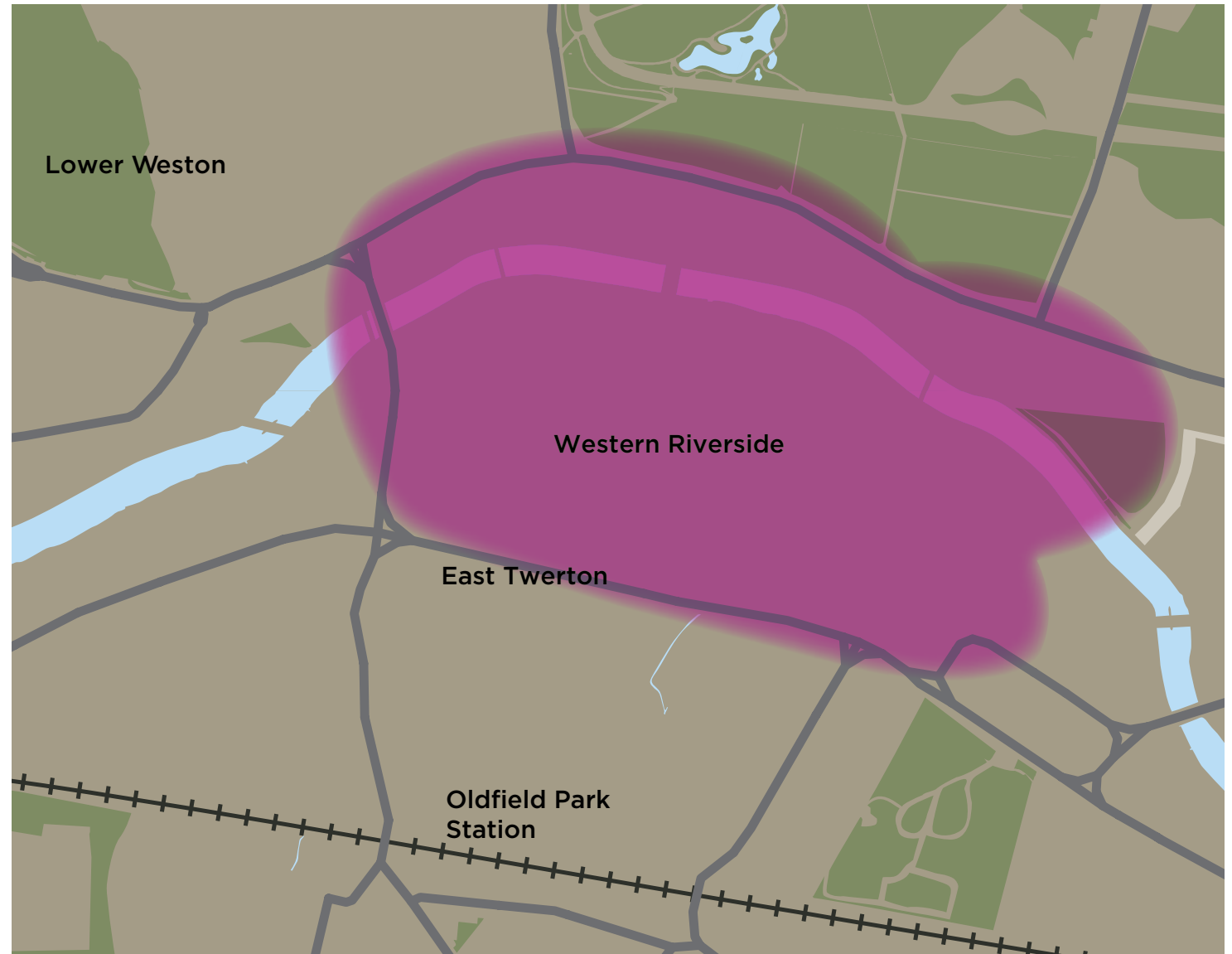


Twerton and Newbridge Riversides

2.18 These areas are characterised by their contribution to Bath's industrial history and present day employment structure. The Core Strategy presents a policy framework to shape change in these areas so that they can continue to contribute to the economic vision for the city.

► DIAGRAM 8A WESTERN RIVERSIDE

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▼ DIAGRAM 9 TWERTON AND NEWBRIDGE RIVERSIDES

● Key Development Hotspots

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Policy B3

Strategic Policy for Twerton and Newbridge Riversides

1 Role of Newbridge and Twerton Riversides (including the Bath Press)

These locations form the western extent of the City of Ideas Enterprise Area

- a Newbridge Riverside will function as Bath's primary location for industrial enterprise, providing about 12 ha of land at Locksbrook Road, Brassmill Lane and the Maltings for a range of activities including advanced manufacturing. There is therefore a presumption in favour of retaining land and premises in the B1, B2 and B8 use class where this remains a viable use of land and is supported by market signals that there is demand for continued occupation that cannot reasonably be accommodated elsewhere.
- b Twerton Riverside has contracted as an industrial location in recent decades. This area is suitable for a broader range of uses and there is scope to redevelop the area to provide new business (B1a, b and c) premises and housing. The area presents an opportunity to host business activities that are displaced as a consequence of the residential led development of Western Riverside and the growth of the intensification of the Central Area into BWR East. Whilst Newbridge Riverside will remain the core industrial location, Twerton Riverside can provide additional flexibility. It will therefore be necessary to maintain an appropriate level of land in this area for B1c uses alongside office uses and housing.

2 Placemaking Principles

Assets of Newbridge and Twerton Riverside

Development proposals must be informed and shaped by the following characteristics

- a The eastern part of Twerton Riverside lies close to Western Riverside which will experience a significant uplift in its environmental quality and will act as a catalyst for investment in the wider area.
- b There are a number of heritage and non-designated heritage assets in the area pertaining to its industrial past, including Brunel's Great Western Railway and the façade of the Bath Press.
- c Views in and out of the area e.g. to Newbridge Hill and Bath City Farm are important.
- d The river including its banks and open land at the western section of the area are an important wildlife resource.
- e There is good, yet not fully realised connectivity with the city centre via the shared riverside walking and cycling route, which is narrow in places.
- f The intensification of Twerton Riverside as an accessible location due to the proximity of Oldfield Park station.

Risks to Newbridge and Twerton Riverside

The following issues are identified as key risks to the success of these areas that should be addressed in development proposals:

- a An excessive loss of industrial space would harm Bath's mixed economic profile.
- b There are areas of conflict between industrial activity and residential areas – particularly with regard to the movement of heavy goods vehicles in the Newbridge Riverside area.
- c Much existing development has a poor relationship with the riverside. Pedestrian access is poor, crossing points are limited and open space is fragmented.
- d There is a danger that redevelopment will fail to connect to the riverside and miss the opportunity to enhance its walking and cycling route.
- e In places Twerton Riverside presents a poor frontage to the Lower Bristol Road, which is a key approach to the city centre.
- f The Upper Bristol Road (A4) and Lower Bristol Road (A36), including the Windsor Bridge Road junctions become congested at peak times.
- g Parts of this area are at risk from flooding.

3 Key Development Opportunities

Development proposals in this area that accord with the provisions of this policy will be welcomed.

Key regeneration opportunities in the area include

- The Bath Press
- Roseberry Place



There are
considerable
areas of derelict
or underperforming
brownfield land
within the city

Bath's Neighbourhoods

2.19 While the Central Area and Enterprise Area is the headline delivery location for Bath, it is the outer neighbourhoods that make up the majority of the physical extent of the city and where the most people live.

2.20 The suburban workings of the city are important to the spatial strategy. During the 30 years before the First World War, Bath suburbs expanded significantly and incorporated neighbouring rural parishes that have since been progressively infilled. Its Victorian, inter-war, post war and modern neighbourhoods host a sizable population which requires access to goods, services and facilities both locally and beyond. Attractive neighbourhoods with successful local centres, good schools, a well-managed green infrastructure network, valued heritage and sustainable transport choices are necessary for economic success, quality of life and social and cultural vitality.

2.21 It is beyond the scope of the Core Strategy to consider local aspects of change within outer Bath. This can be achieved through Neighbourhood Planning and by the Placemaking Plan. Core Strategy Policy in relation to a number of generic matters /topics is covered in the Core Policies section. The spatial strategy focuses on key areas or issues requiring strategic guidance. Crucially, suburban Bath is expected to yield about 2,800 new homes on large sites and will account for the majority of the 1,000 units forecast to come forward on small sites throughout the city. Outer Bath will therefore make a significant contribution to the overall target of around 7,000 new homes for the city and contains a district centre and local centres that need to be identified as part of the retail hierarchy.





Ministry of Defence Land

2.22 Within Bath's outer neighbourhoods the Ministry of Defence have sold and are in the process of vacating, Foxhill (Odd Down), Ensleigh (Lansdown), and Warminster Road (Bathwick). Together the sites amount to some 36ha in area. These have been purchased by housing providers and private developers. In advance of the sale of the sites the Council prepared concept statements setting out its aspirations in respect of what it expected each area to deliver. The Strategic Housing Land Availability Assessment identifies that these sites can deliver well in excess of 1,000 new homes. Drawing on this strategic assessment the Placemaking Plan and/or Development Management process will refine the optimum housing capacity of these sites and consider their overall prospects in more detail, including the scope for business space and measures to enable sustainable travel to the city centre and local centres. For the purposes of the Core Strategy it is sufficient to confirm their suitability and availability of the MoD sites for redevelopment and to observe that delivery within the plan period is an achievable prospect.



District and Local Centres

2.23 The spatial strategy seeks to secure and enhance the vital role that Moorland Road (a District centre) and a collection of local centres play as part of Bath's neighbourhoods. Moorland Road and local centres provide proximity to a range of goods and services. As well as providing for everyday shopping needs these centres contribute to economic and cultural diversity and opportunity by hosting small, local and independent shops and businesses. In most cases these can be reached within a relatively short walk or cycle. There is however, an uneven pattern of provision across the city and variety in the health and offer of local centres.

2.24 The most characterful of the local centres have evolved from the centres of outlying villages that became absorbed during the 20th suburban century expansion of the city (e.g. Weston, Larkhall and Twerton) or are embedded within the Georgian city (e.g. Widcombe Parade). Equally vibrant are Chelsea Road and Bear Flat situated within Victorian suburban development. Elsewhere there are more modest post-war centres and standalone units (including supermarkets and petrol stations associated convenience retail) that contribute to the spatial coverage of local facilities.

2.25 Moorland Road district centre and the local centres are shown on Diagram 10 and are listed in Table 4. Policy CP12 sets out the strategic approach for managing change within and likely to affect, district and local centres. Local Plan policies protect the centres from changes of use or out-of centre threats that would harm their vitality and viability. Some centres have potential for significant enhancement; others are more constrained or are already trading successfully. The Placemaking Plan will consider the extent to which local centres can further support sustainable neighbourhoods in more detail.



Royal United Hospital

2.26 Located in Weston the Royal United Hospital is a major sub-regional healthcare facility serving 500,000 people within the District and beyond. The Trust has prepared an Estate Strategy that sets out its proposals for future investment in the site. The Strategy seeks to secure first class facilities for the delivery of healthcare at the site.

2.26a The Council will support investment in the development of the hospital to meet the needs of health care infrastructure. The Council also observes that part of the site may become surplus to the Trust's requirements and be available for alternative uses during the Core Strategy period.

2.26b Bath City Football Club, who own Twerton Park football stadium, has stated that the site will be available for redevelopment during the Plan period. It intends to leave Twerton Park and sell it or facilitate a land swap elsewhere in B&NES on which it can build a new facility. The site will therefore be available for redevelopment as part of a residential/mixed-use scheme during the Plan period. The details of any such scheme can be determined through the Placemaking Plan. Any scheme should preferably benefit or at least not adversely affect the local centre at Twerton. The Council is endeavouring to assist the Football Club to identify a suitable alternative location and this can be progressed in the Placemaking Plan.

School places

2.27 Housing and population growth within and on the edge of the city will create additional demand for primary and secondary education places across the city. In some instances the impact will be particularly significant and localised, e.g. areas with a high capacity to deliver family housing. The Council's education service has recently completed reviews of primary and secondary school provision within the city and this has taken account of the spatial strategy. The Infrastructure Delivery Programme provides more information on the relationship between housing development, population growth and school places.

Table 4

District and Local Centres within Bath

| District and Local Centres | |
|--|---|
| Neighbourhood | Local Centres |
| Weston and Newbridge | 1 Chelsea Road 2 Weston High Street |
| Lansdown and Camden | 3 Julian Road 4 St James' Square 5 Margaret's Buildings 6 Lansdown Road |
| Larkhall, Fairfield Park, Grosvenor and Walcot | 7 Camden Road & Fairfield Road 8 Larkhall 9 London Road 10 Nelson Place East & Cleveland Place 11 Walcot Street |
| Widcombe and Bathwick | 12 Widcombe Parade 13 Bathwick Street 14 Bathwick Hill |
| Oldfield Park and Bear Flat | 15 Moorland Road (District Centre) 16 Bear Flat (Wellsway) |
| Odd Down, Foxhill and Combe Down and Moorlands | 17 The Avenue 18 Bradford Road 19 Frome Road 20 Upper Bloomfield Road |
| Twerton, Whiteway, Southdown and Moorlands | 21 Twerton High Street 22 Mount Road |
| Twerton, Whiteway, Southdown and Moorlands | 18 Twerton High Street 19 Mount Road |

A well-managed network of open spaces and green corridors

2.28 Green infrastructure assets and designations across Bath are shown in detail on the Policies Map and will be maintained, protected and enhanced in accordance with relevant core policies and development management policies.

Two Tunnels Route

The Two Tunnels walking and cycling route represents a major addition to the Green Infrastructure network and will connect the south of the city and beyond to national cycle route (NCN 24).

Nature Conservation

2.29 Nature Conservation designations within outer Bath are shown in detail on the Policies Map and will be maintained, protected and enhanced in accordance with relevant core policies and development management policies.

The Bath/Bradford-on-Avon Special Area of Conservation (SAC)

This European site is designated because of the presence of bat populations. European and UK legislation seek to protect the integrity of the site, bat roosts and foraging areas.

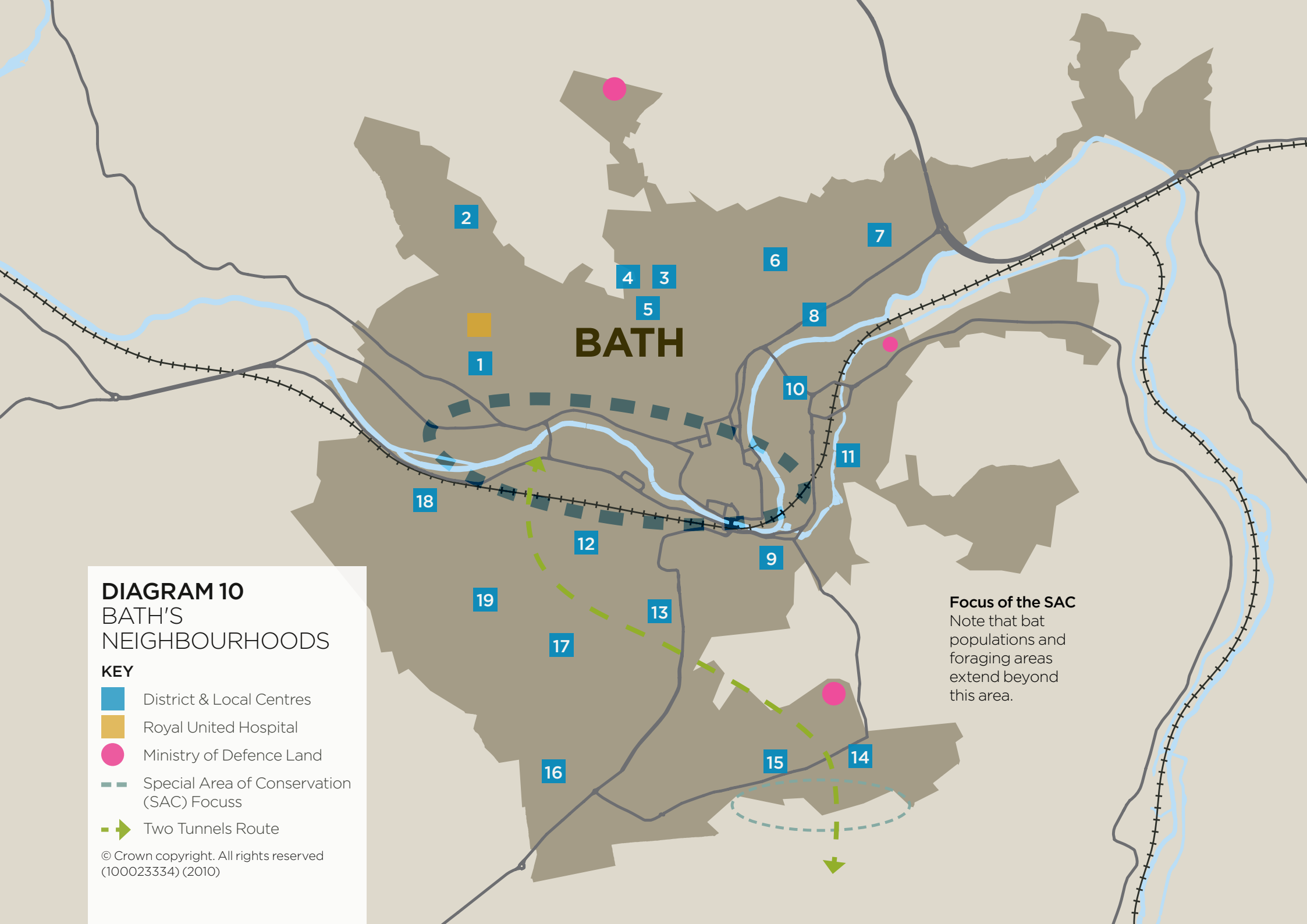
Sustainable Transport Choices

2.30 Improvements to pedestrian, cycling and public transport routes will be made to enhance links between the neighbourhoods of Bath Oldfield Park Station, the city centre and the Enterprise Area.

Development on the edge of Bath

2.30a In order to meet the need for additional housing within the District during the Plan period development needs to take place at two locations on the edge of Bath: on land adjoining Odd Down and MoD, Ensleigh, Lansdown. At Odd Down, land is removed from the Green Belt. Policy B3A allocates land here for residential led development and a revised detailed Green Belt boundary is defined. Policy B3A also outlines the place-making principles to be met in delivering the development. The place-making principles are illustrated on a concept diagram for the site.

2.30b National planning policy makes it clear that when altering Green Belt boundaries a long term view needs to be taken to ensure that boundaries endure beyond the plan period. Where necessary this can include plans identifying areas of safeguarded land to meet longer term development needs. At Odd Down environmental sensitivity and the need to minimise harm means that there is no scope to identify safeguarded land for the longer term.



BATH

DIAGRAM 10
 BATH'S
 NEIGHBOURHOODS

KEY

- District & Local Centres
- Royal United Hospital
- Ministry of Defence Land
- Special Area of Conservation (SAC) Focuss
- ➔ Two Tunnels Route

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Focus of the SAC
 Note that bat populations and foraging areas extend beyond this area.

Policy B3a

Land adjoining Odd Down, Bath Strategic Site Allocation

Land is removed from the Green Belt as shown on the Key Diagram and Policies Map and allocated for residential development and associated infrastructure during the Plan period.

The requirements that need to be met to enable development are set out in the Placemaking Principles, Core Policies and indicated on the Concept Diagram. The Placemaking Principles, being site specific, take priority over the Core Policies.

Placemaking Principles:

- 1 Residential led mixed use development (to include 40% affordable housing) of around **300 dwellings**, in the plan period. The site should be developed at an average density of 35-40dph. The figure of 300 dwellings is not a cap on development if all the placemaking principles can be met
- 2 Preparation of a comprehensive **Masterplan**, through public consultation, and to be agreed by the Council, reflecting best practice as embodied in 'By Design' (or successor guidance), ensuring that it is well integrated with neighbouring areas.
- 3 Provision of **Green infrastructure** including multifunctional green space (formal, natural and allotments); well integrated Sustainable Urban Drainage Systems and habitat, pedestrian and cycle connectivity within the site and to the surrounding area.
- 4 Include new **Public Rights of Way** and provide enhanced public access within the site and connecting well to the surrounding area.
- 5 A **Landscape and Ecological Mitigation Strategy and Management Plan** is required, as part of the Masterplan, to ensure satisfactory mitigation and protection to include:

Ecological Requirements

- Protection of dark skies to the south and east of the location including zones of no artificial light adjacent to the protected tree belt and other ecological features retained or created within the site and in adjacent grazing lands. Light spill should be limited to no more than 1 lux (equivalent to a moonlit night)
- Retention and cultivation of planting features and off-site habitat including the retention of hedgerows and tree belts, as indicated on the *Concept Diagram*
- Safeguard skylark interest, through adequate mitigation or off-site compensation
- New woodland planting along the southern boundary of the plateau, particularly to the east of Sulis Manor (i) within the site and (ii) off-site within the plateau in order to strengthen bat foraging and flight links with Horsecombe Vale
- A recreational strategy to minimise harm to adjacent grazing regimes and habitats

Particular attention is to be given to ensure satisfactory mitigation and or compensation as appropriate of protected species and their habitat (including Priority Species).

Landscape Requirements

- Retention and protection of existing trees and significant hedgerows by inclusion within public open space and enhance hedgerows by provision of additional planting
- Protect the tree belt on the southern edge of the site and enhance with additional planting to ensure visual screening of the site from views to the south
- Avoid or minimise detrimental impacts on (and provide enhancements to important landscape features and significant views):
 - the Cotswolds AONB
 - South Stoke Conservation area and its setting
 - The character of the Cam Brook valley and Sulis Manor Plateau
 - The character of South Stoke and Combe Hay Lanes
 - Midford Road and the Cross Keys junction including maintaining open rural views over the plateau
 - The Wansdyke Scheduled Monument
 - Medium and long distance views such as Upper Twinhoe and Baggridge Hill.
- 6 Seek to conserve the significance of heritage assets. As part of the Masterplan the following should be addressed:

World Heritage Site

- The Southern boundary of the site should remain undeveloped to limit the visibility of development in wider views. An acceptable southerly extent of development and appropriate building heights will need to be established as part of the Masterplan.
- The Easterly extent of development and appropriate Eastern boundary treatment should be established as part of the Masterplan.
- Control light pollution to protect the visual screening of the site from views to the south.

Wansdyke Scheduled Monument

- Within the allocation, avoid built development in the field immediately to the south of the Wansdyke. To mitigate impacts, tree planting should be retained as indicated on the *Concept Diagram*.
- A Management Plan setting out a strategy for the long-term and effective management of the monument including detailed measures for its positive enhancement will be developed in consultation with English Heritage and form part of any development proposals. This should include a recreational and movement solution which serves the new community and minimises harm to the Scheduled Monument.

- Limit development height and density in more prominent areas, such as higher ground and development edges.
- Limit lighting column heights to that of the development to minimise vertical features within the view from the Wansdyke.



Policy B3a

Land adjoining Odd Down, Bath Strategic Site Allocation

South Stoke Conservation Area

- Limit the height and/or density of development closest to South Stoke Conservation Area to avoid harm to its setting.

Sulis Manor

- Incorporate Sulis Manor and garden into development sensitively, retaining the framework of trees, and considering the conversion/retention of the Manor House and/or a low density development

7 In relation to **transport**, the following apply:

- Provide vehicular access, and junction enhancement, to facilitate access to the site from Combe Hay Lane.
- Provide an additional access for emergency vehicles.
- Provide pedestrian and cycle links with Sulis Meadows Estate and Sulis Manor; limited vehicular access from the estate is acceptable (subject to detailed design and location) but is not a requirement.
- Links to the National Cycle Route 24 and Two Tunnels should be facilitated.

- Provide a sensitively designed and improved pedestrian/cycle link, following the desire line to Cranmore Place/Frome Road to allow access to Threeways School and the Supermarket.

- Provide a safe and attractive pedestrian/cycle link to the Odd Down Park and Ride from the site.

- Ensure sufficient car parking in the vicinity of St Gregory's School to meet the school's needs

8 Contributions will be required to facilitate the expansion of St Martin's Garden **Primary School**.

9 The provision of additional **local employment** will be supported at Manor Farm, through conversion and redevelopment.

10 Retain and/or enhance the **Odd Down Football Club** (Football Pitches, Clubhouse and changing facilities, play area, local market and car park) either:

(i) in its current location; or

(ii) by re-providing the Football Club with an equivalent facility within the area

11 Localised areas of **land instability** must be either avoided or addressed with appropriate remediation.



CONCEPT DIAGRAM
FOR LAND AT
ODDDOWN
STRATEGIC SITE
ALLOCATION



KEY

- Green Belt
- Strategic Site Allocation
- Pedestrian and cycle link
- Primary vehicle access
- Housing Development Boundary
- Retained hedgerow and trees
- Retained vegetation
- Additional Green Infrastructure

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Policy B3c

Extension to MOD, Ensleigh

Land adjoining Ensleigh MOD site as shown on the Key Diagram is identified for the development of 120 dwellings during the Plan period. The Placemaking Plan will allocate a site for comprehensive residential led mixed use development comprising the Ensleigh MOD site and the land adjoining it. The planning requirements relating to the land adjoining the Ensleigh MOD site are set out below.

- a Residential led mixed use development of around 120 dwellings in the plan period.
- b Be developed to a comprehensive Masterplan for the wider Ensleigh MOD site and in accordance with the Council's Concept Statement for the MoD Ensleigh site. The wider site should be more self-contained with its own local facilities. Development should reflect best practice as embodied in 'By Design' (or successor guidance) ensuring that it is well integrated with neighbouring areas.
- c Development phasing should start with the current MoD Ensleigh site.
- d Ensure that the principles and benefits of Green Infrastructure contained in the Green Infrastructure Strategy and other guidance and best practice are embedded in the design and development process from an early stage. Key requirements include provision of habitat connectivity through the retention and enhancement of the existing high valued habitat; provision of well integrated green space (formal, natural and allotments); provision of well integrated Sustainable Urban Drainage Systems; and provision of cycle and pedestrian links through the site connecting to the existing network particularly towards Bath city centre and Weston and Larkhall local centres.
- e Appropriate site assessment and ecological surveys to be undertaken to inform site master planning with particular attention to the SNCI and potential impacts to Bradford-upon-Avon bats SAC.
- f Identify and assess the landscape character, landscape features and significant view points and the likely effects of development on them. Protect and enhance these aspects and mitigate to avoid or minimise the effects. Significant aspects of landscape include the Cotswold AONB; the World Heritage Site and its setting; Bath Conservation Area and its setting; the character of the Lansdown plateau; trees including ancient woodland, tree belts, hedges and field patterns; Lansdown Road and its open rural character; and tranquillity. Significant viewpoints include local properties; Upper Swainswick; Beckford's Tower; Lansdown Road; and local Public Rights of Way.
- g Assess and evaluate any direct or indirect impacts on designated heritage assets and their visual/landscape settings. Prepare and implement management schemes (including avoidance or physical separation) in order to mitigate the impacts of development and ensure the long-term protection and enhancement of the designated heritage assets and their settings. Designated heritage assets potentially affected by development at this location include Beckford's Tower (Grade I), Ensleigh House and Lansdown Cemetery Gates (Grade II), Bath Conservation Area and Bath World Heritage Site.

- h Assess and evaluate any impacts on non-designated heritage assets. The degree of harm to or loss of non-designated heritage assets will be balanced against the positive contribution made by the development and the extent to which harm/loss can be mitigated. Non-designated heritage assets of equal significance to designated heritage assets will be subject to the same considerations as designated heritage assets. Non-designated heritage assets potentially affected by development at this location include Bronze Age barrow cemetery, Roman road and roadside burials, and medieval settlement and chapel.
- i The assessment and evaluation of the above designated and non-designated heritage assets should also consider their cumulative or collective “group value” and also understand the heritage assets’ relationship to other environmental considerations.
- j Ensure good public transport provision.
- k Development should scope potential for and incorporate renewable energy.
- l Educational needs generated by the development must be met; a primary school is to be provided on larger site comprising the Ensleigh MOD site and the land adjoining it, unless an alternative solution can be found and agreed with the Education Authority.
- m Provide integrated waste management infrastructure.
- n Ensure that displaced playing pitches are re-provided at an appropriate and suitable location.

It is the outer
neighbourhoods
that make up the majority
of the physical extent of
the city and **where the
most people live**

The World Heritage Site and its Setting

2.31 The World Heritage Site status of the city is a key material consideration when making planning decisions. As a designated heritage asset of the highest significance there is a strong presumption in favour of the conservation of the Outstanding Universal Value of the World Heritage Site. The significance of the WHS is set out in the Statement of Outstanding Universal Value (OUV) (2010) and is summarised in paragraph 2.05. The World Heritage Site Management Plan (2011-16) sets out the objectives and actions needed for the successful conservation and management of the Site. The Local Plan has a key role in the implementation of the Management Plan.

2.32 The setting of the World Heritage Site, beyond its designated boundary, is important as inappropriate development here could impact upon the Outstanding Universal Value of the site. The setting is the surroundings in which the World Heritage Site is experienced. It includes a range of elements such as views and historical, landscape and cultural relationships. The World Heritage Site Setting SPD provides the information needed to assess whether a proposed development falls within the setting, whether it will have a harmful impact and to what extent. The Green Belt, which closely surrounds the city, also plays an important role in protecting the setting of the WHS (see its purposes which are summarised in Table 8). The general extent of the Green Belt is retained by the Core Strategy and its openness is protected from inappropriate development.

2.33 Section 6C [Environmental Quality] highlights the Council's wish to enable the appropriate modification of heritage assets, including the World Heritage Site, for development that reduces carbon emissions. It also sets out that a Supplementary Planning Document provides detailed guidance on this matter.

2.33a The Core Strategy seeks to promote and reinforce local distinctiveness through high quality design that improves the environmental quality and character of the city and the way that it functions. In addition to normal processes of contextualisation in relation to neighbouring buildings and the wider area more generally, development must be demonstrably informed by an understanding of the Outstanding Universal Value of the World Heritage Site, its authenticity and integrity. Design that fails to conserve or take the opportunity to enhance the Outstanding Universal Value World Heritage Site will be rejected. The preparation of other local development documents, including the Placemaking Plan will ensure the achievement of high quality design.

2.34 To contribute to this process, a Building Heights Strategy for the area of Bath covered by the World Heritage Site designation has been prepared. The strategy provides area-based guidance on the appropriate height of new development to ensure the protection of the Outstanding Universal Value (OUV) of the Site.

Bath is a place to which the much abused adjective, unique, might for once be appropriately applied

Patrick Abercrombie, 1945

Policy B4 The World Heritage Site and its setting

There is a strong presumption against development that would result in harm to the Outstanding Universal Value of the World Heritage Site, its authenticity or integrity. This presumption applies equally to development within the setting of the World Heritage Site. Where development has a demonstrable public benefit, including mitigating and adapting to climate change, this benefit will be weighed against the level of harm to the Outstanding Universal Value of the World Heritage Site.

2.35 The overall purpose of the strategy is to provide a framework within which decisions can be made about the appropriate height of new buildings in Bath. It will be used to inform the Placemaking Plan and will act as a development management tool in the consideration of planning applications. The Strategy has been compiled in such a way that it can be used as the basis for a Supplementary Planning Document.



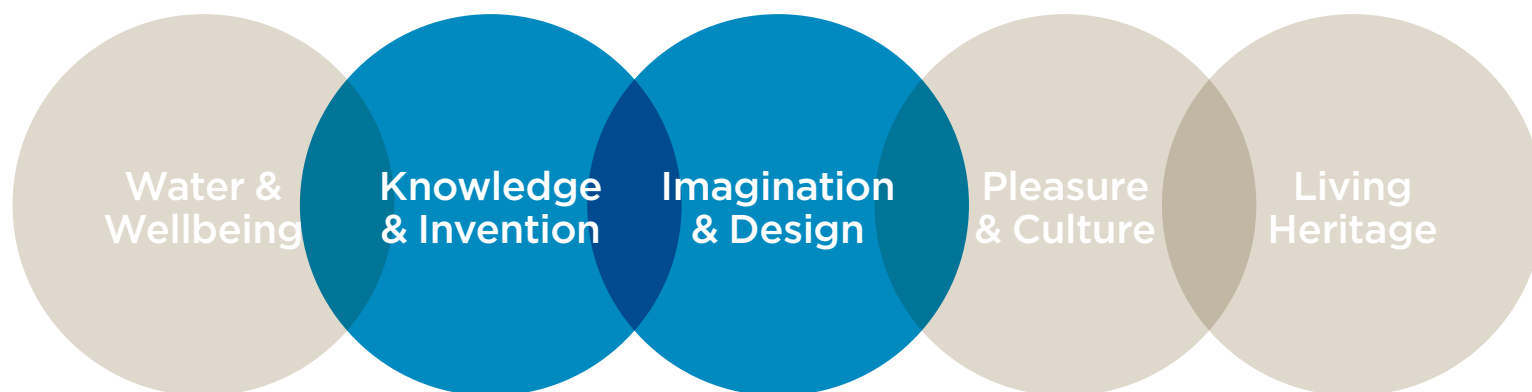
Bath's Universities

2.36 The Council seeks to enable the continued success of The University of Bath and Bath Spa University and the contribution they make to the city's identity and profile.

2.37 The development of new academic space and student accommodation are matters that require policy direction in the Core Strategy. The Council is mindful that the growth in student numbers during the last decade has not been accompanied by sufficient on-campus study bedrooms and that the associated expansion of the student lettings market has diminished the 'normal' housing stock of the city. This is particularly significant given the relatively small size of Bath as a host city for two universities. The proliferation of Houses in Multiple Occupation (HMOs) in the Oldfield Park/Westmoreland area is the most visible consequence of the mismatch between the growth in students and on-campus development.

2.38 The Council also understands that each institution needs to invest in its academic estate in order to continue to provide high standards. The approach of the Core Strategy is to enable the realisation of a better balance between the aspirations of each university, the concerns of communities and the overall functioning, performance and environmental quality of the city and its setting. The University of Bath's and Bath Spa University's work in preparing and consulting on estate and campus masterplans demonstrates the value of proceeding on a strategic basis and provides a framework for future development. The Information Paper on student numbers and accommodation considers the issues in more detail, provides a full assessment of the evidence that has led to the following policy approach and its likely impact.

2.39 It is anticipated that this policy will enable the delivery of new on-campus study bedrooms to 2020/21 at a rate which broadly matches the growth of the student population. Based on estimated forecasts of growth, it will enable a modest increase in the student population (compared to rates experienced since 1997), enable all first years to be offered a place in managed accommodation, and potentially lead to a small contraction of the student lettings market - subject to accommodation preferences. To achieve a more significant contraction in the student lettings market would require significant amounts of valuable land within the city to be developed for student accommodation. In order for the vision for Bath to be realised this land will be needed for 'normal' housing and other commercial uses.



2.40 It is envisaged that this approach could mean that 2012/13 levels of HMOs will represent the high watermark within the city. The Council has declared an Article 4 direction in relation to HMOs to manage the student lettings market in the south west part of the city and elsewhere. The Council cannot apply HMO powers retrospectively.

2.41 Growth beyond 2020 will require additional on and off campus capacity to be identified. No alterations to the Green Belt boundary beyond that previously made in the Local Plan are envisaged during the Core Strategy period. However, the nature of exceptional or very special circumstances is that they cannot be predicted and the Council will need to consider such circumstances, on their merits, at the time they are presented.



Policy B5

Strategic Policy for Bath's Universities

University of Bath - Claverton Down Campus

To support the development and expansion of the University of Bath the strategy seeks, in accordance with saved Local Plan Policy GDS.1/11, the development of about 2,000 study bedrooms and 45,000 sq.m of academic space at the Claverton Campus.

Bath Spa University - Newton Park Campus

Within the context of a strategic framework for the University's entire estate the strategy seeks the redevelopment and intensification of the Newton Park campus to provide additional study bedrooms and academic space. Through the Placemaking Plan the Council will be reviewing whether the Campus should continue to be designated as a MEDS and, if so, its boundary. Proposals should accord with the NPPF, paragraph 89 and future local planning policy in the Placemaking Plan and seek to optimise opportunities for educational use and student accommodation within the current boundary of the campus or boundary of the MEDS if so defined in the Placemaking Plan before seeking to justify very special circumstances for development beyond them or a change to the development boundaries. In all circumstances regard should be had to the sites environmental capacity, the significance of heritage assets and the optimum development of the campus in this regard.

Off-Campus Student Accommodation

Proposals for off-campus student accommodation will be refused within the Central Area, the Enterprise Area and on MoD land where this would adversely affect the realisation of other aspects of the vision and spatial strategy for the city in relation to housing and economic development.

Infrastructure and Delivery

Infrastructure

2.42 The delivery of the Bath spatial strategy will need to be supported by the provision of necessary infrastructure. The key infrastructure requirements as identified in the B&NES Infrastructure Delivery Programme (IDP) are summarised in table 5. These are supplemented by infrastructure requirements included in the District wide sections. The IDP also includes a number of desirable infrastructure items (see paragraph 2.49) Infrastructure planning involves an ongoing process of dialogue and communication with infrastructure providers and as further evidence is developed and future funding is secured additional items may be added to the IDP or their status may be upgraded or altered.

2.43 In order to successfully realise the development potential of the Central Area and the Enterprise Area, parallel enabling investment will be needed. Transportation and flooding and land remediation are three key areas requiring specific mention.

Transportation

2.44 The Council's Transport Strategy for Bath is one of reducing the use of cars for travelling to and within the city, by progressing improvements to public transport and making walking or cycling within the city the preferred option for short trips. This will be achieved through a variety of measures including:

- Bath Transport Package – comprising a range of measures including three extended Park & Ride sites; upgrading nine bus routes to showcase standard including upgrades to bus stop infrastructure and variable message signs on key routes into the city displaying information about car parking availability
- Improvements to the bus network through the Greater Bristol Bus Network major scheme including key routes from Bristol and Midsomer Norton,
- Rail improvements, such as the electrification of Great Western Railway mainline by 2016; the new 15 year GWR franchise (including the Greater Bristol Metro Project); and increasing the capacity of local rail services travelling through Bath Spa rail station, improving ease of access to and attractiveness of rail travel to and from Bath

- The West of England authorities (including B&NES) have been awarded Local Sustainable Transport Fund key component funding for a number of measures and also been invited by the Department for Transport to submit a major bid to the Local Sustainable Transport Fund for £25.5 million.
- Creating a more pedestrian and cyclist-friendly city centre through the introduction of access changes on a number of streets and expansion and enhancement of pedestrian areas.
- Other improvements to walking and cycling infrastructure through the Councils Integrated Transport annual settlement and the implementation of 'Smarter Choices' for transport e.g. Proposed Change Reason for change through the development of travel plans for new and existing sites and the expansion of car clubs.
- Seeking to reduce nitrogen dioxide levels in Bath by, for example, reducing the level of heavy goods vehicle (HGV) traffic in the city through:
 - i the continued support & promotion of the Council's Freight Consolidation Centre for deliveries to central Bath; and
 - ii by implementing traffic management measures.
- Creation of one or more Park & Ride sites on the eastern side of the city to reduce commuter traffic.
- 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, 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. This will help to redefine the image and identity of the Western Corridor as an economically prosperous area that complements the offer of the Central Area, is set within a high quality natural environment, and is accessed by a comprehensive sustainable cycling and pedestrian network.

2.45 To complement these public transport and cycling/walking improvements the Council will update its Parking Strategy for Bath which will broadly maintain central area car parking at existing levels in the short term and continue to prioritise management of that parking for short and medium stay users. This is necessary in order to discourage car use for commuting and provide sufficient parking to help maintain the vitality and viability of the city centre as a shopping and visitor destination. It will also result in a relative reduction in the amount of central area parking that is available as the economy grows, jobs are created and demand increases.

2.46 The proposals set out above will help to enable the programme of development set out in the spatial strategy to be delivered in a way that minimises travel related environmental and air quality harm whilst providing convenient and sustainable access within the city.

Flood Risk Management for the Central Area and the Enterprise Area

2.47 A number of potential development locations fall within Flood Zone 3a and 2. A Flood Risk Management Strategy has concluded that there is no comprehensive strategic solution for reducing peak flow through Bath which is both technically and economically viable. Measures assessed included the raising of defences along the river channel and deepening of the river channel.

2.48 Following the Flood Risk Management Strategy, the Hydraulic Modelling (Bath Flood Risk Management Project Feb 2013 by Black & Veatch) was prepared. The impact of raising the key development sites in the Central Area and the Enterprise Area in Bath is a loss of conveyance, rather than a loss of flood storage. It recommends, where necessary, to raise all the development sites and the access/egress routes (or raise defence walls) and implement conveyance mitigation measures.

Land Remediation in the Central Area and Western Corridor

2.48a Addressing land remediation within the Central Area and Western Corridor in relation to industrial and utilities uses, including the decommissioning and removal of the Windsor Gas Holder Station is an essential prerequisite to the redevelopment of Bath Western Riverside and its environs.

2.49 The desirable infrastructure items of importance to the city include:

- Green infrastructure: river corridor, formal and informal green spaces and allotments.
- Safer and improved routes for pedestrians and cyclists.
- Smarter Choices Measures, including measures such as:
 - Travel Plans – new development to be required to contribute to improvements identified by School Travel Plans
 - Community Transport
 - Encouraging car sharing e.g. via car clubs
 - Working from Home

- Re-provision of any sports pitches or other facilities where triggered by development.

- District heating infrastructure

- Delivery

2.50 The Council working in conjunction with West of England partners, the Homes & Communities Agency, and other agencies, has developed a Delivery & Infrastructure Investment Framework for the subregion covering the period 2010-2020. A Delivery & Infrastructure Investment Plan for 2010/11 has been agreed. This process has been known as the "Single Conversation".

2.51 The Central Area plus Western Riverside (referred to as Bath City Riverside) is identified as an important location for delivering the aspirations for the West of England. Investment needs to be made into a number of key infrastructure schemes including flood alleviation, land assembly, remediation and affordable housing. In total £27.6m of public investment will be needed to ensure that these matters are addressed.

2.52 Delivery of the strategy and infrastructure required to support it will be facilitated by the planning framework summarised below:

- Planning Obligations SPD
- Placemaking Plan
- Community Infrastructure Levy

Table 5
Summary of Key Infrastructure in Bath

| IDP Ref | Key Infrastructure | Phasing | Cost | Funding & Delivery |
|-------------|--|-----------|---|---|
| BI.1 | Transport Proposals for Bath: <ul style="list-style-type: none"> • New showcase bus corridors • Extended park and ride sites • Upgraded bus stop infrastructure on 9 service routes • Safe routes for pedestrians and cyclists • Other essential transport links and improvements | 2011-16 | £31.85m | Bath Transport Package accepted into 'development pool' of schemes by DfT. Final bid to be submitted for funding to DfT in September 2011. DfT decision anticipated in December 2011. |
| BI.2 | Improvements to Flood Defences of Bath City Centre and Riverside | 2010- | Not quantified | |
| BI.3 | Public Investment into Bath Western Riverside | 2010-15 | £27.6m | Homes and Communities Agency Funding through the West of England Single Conversation: West of England Delivery and Infrastructure Plan. |
| BI.4 | Improvements to Bath Train Station and Enhanced Service Frequency from Bath and Oldfield Park to Bristol | 2017-2020 | £19.7m for Greater Bristol Metro Rail Project | Network Rail with Bath & North East Somerset Council. Evidence included in the Great Western Mainline Route Utilisation Strategy (2010). The Council Will continue to press for this urgently needed investment through its Memorandum of Understanding with the Rail industry. |

3 Keynsham

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Market Town
 Historic
 Somerdale
 Fair Trade Town
 River Avon
 River Chew
 Trajectus
 Roman



Potential
Regeneration
High Street
Manufacturing
Congested
Ageing Population
Green Belt



Coasting
Out-Commuting



Proud
Independent
Embrace The Future
Community
Conservation Areas
1960'S
Rural Setting
Tired

Setting the Agenda

Context

3.01 The market town of Keynsham occupies a strategic location between Bath and Bristol in the extreme north of the District with a population of around 15,500 and is linked to the two cities by the A4 and the mainline railway. The physical geography is influenced by the two rivers that traverse the area, the Avon and the Chew, which converge to the north of the town at Somerdale.

3.02 Keynsham has a rich history. In Roman times the settlement was known as Trajectus, and by the medieval period had evolved into a successful town, dominated by the Abbey and with a Market granted by King Edward I. Up until the 18th century Keynsham remained a relatively small place, focused around the linear High Street (Diagram 11), but over the last century has expanded rapidly. A large proportion of the growth occurred in the 1950s and 1960s when the town greatly increased in size, which was the last major expansion of the town. Keynsham remains a comparable size to this day. The role and function of the town has been remarkably consistent over its history, being a trading, political, administrative and manufacturing centre (for example Somerdale) serving the town and its surrounding rural hinterland.

Strategic Issues

3.03 Previous consultation on the Core Strategy Spatial Options document (November 2009) has highlighted a number of key issues facing the town:

- Recent and future job losses
- Desire for town centre regeneration
- Affordable housing shortage
- Ageing population
- Traffic congestion
- Limited public transport
- Lack of allotments
- Insufficient emphasis given to protecting Keynsham's heritage
- Sewage and storm water capacity issues
- Ongoing threat of development in the Green Belt

3.04 In 2006 the Council published the 'Future for Keynsham' which described the town as having been 'coasting' since the 1970s, implying that Keynsham has received minimal attention in terms of development. In the meantime, improvements in nearby competing centres, especially in Bristol, have resulted in Keynsham losing ground economically, an example of which can be seen with 41% of Keynsham residents undertaking their grocery shopping at Longwell Green.

3.05 At present the overall image of the town is poor, as described in the Wider B&NES Business Plan, mainly due to the declining town centre which is in need of revitalisation. The range and quality of accommodation for retailers and businesses should be improved, as should the public realm.

3.06 The form of development has been influenced by both natural and man-made barriers, including the flood plain of the River Avon, the railway line, Keynsham by-pass, the valley of the River Chew and the Green Belt. As development has spread the residential neighbourhoods have become increasingly segregated and disconnected from each other and from the High Street, with those on the periphery poorly served by local services as a consequence.

Growth has also brought the settlement boundary closer to the neighbouring settlement of Saltford and the urban fringe of Bristol. In places the latter is little more than a mile away. The Local Economic Assessment shows that there is currently a strong element of out commuting, significantly in professional workers, managers, senior officials and administrative workers.

Regeneration and Place

3.07 In addition to delivering the Sustainable Community Strategy the spatial strategy is informed by the 'Futures' work, which identifies a number of key priorities for Keynsham:

- Enhance the town with physical development
- Improve the economy through development
- Make Keynsham ready for the future
- Help Keynsham to capitalise on its location
- Help Keynsham to remain proud and independent



◀ DIAGRAM 11 21ST CENTURY KEYNSHAM

KEY

● Keynsham size in 1930

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3.08 The spatial strategy is also informed by the current Town Plan, which aims to build on the town's positive characteristics and embrace the future, developing Keynsham into a thriving, sustainable and safe market town by:

- Enhancing the towns already considerable assets and unique identity
- Promoting a sense of well-being and community for all, generating pride in the town
- Ensuring all necessary services and infrastructure are maintained and enhanced
- Regenerating the town centre

In 2012 the Town Plan was refreshed. Building on the bullet points above, the Plan incorporates the three priorities identified in the Sustainable Community Strategy which are:

- Improving the Shopping Experience
- Creating New Jobs
- Improving the Park

3.09 The spatial strategy recognises and responds to these key issues, ensuring that it contributes to the delivery of development, supporting both the regeneration agenda and the local consensus of how the town should move forward into the future.

3.10 The Joint Waste Core Strategy seeks to deliver, by 2020, diversion from landfill of at least 85% of municipal and commercial & industrial wastes through recycling, composting and residual waste treatment. A minimum of 50% of this total recovery target is intended to be achieved through recycling and composting, leaving 35% to be delivered through residual treatment capacity. To ensure delivery of the Spatial Strategy, a number of strategic sites have been identified as appropriate for development for the management of residual waste. The land at Broadmead Lane in Keynsham is identified as one of these strategic residual waste facilities sites. (<http://www.westofengland.org/waste-planning>)

3.11 Community engagement and partnership working has also shaped the vision and spatial strategy for Keynsham. There is widespread support for the proposed vision, spatial strategy, and the principle of new development at Keynsham, to begin to overcome the identified issues.

3.12 The spatial strategy will ensure that Keynsham continues to fulfil its traditional role as a market town and service centre for the surrounding area and remain an independent settlement. However the spatial strategy also enables Keynsham to evolve into a market town fit for the 21st century, becoming a more significant location for business and a more sustainable, desirable and well-connected place to live and work.

Keynsham is a physically separate and distinct community that is encouraged to preserve its separate identity

Keynsham

3b

Vision and Spatial Strategy

The Vision

What the spatial strategy seeks to achieve

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

3.13 The spatial strategy set out in Policy KE1 seeks to deliver the vision for Keynsham and the strategic objectives for the District (set out in Chapter 1). The strategy allows changes to be made to the Green Belt boundary surrounding Keynsham to accommodate both employment floorspace and housing, but maintains the key Green Belt purposes of preventing the town from merging with Bristol and Saltford, and helping to preserve its individual character, identity and setting. The Green Belt will continue to provide opportunities for residents of Keynsham to access outdoor sport, recreation and the open countryside. Access to the Green Belt will be enhanced with an improved green infrastructure network running through and surrounding the town, principally using the valleys of the Rivers Chew and Avon.

3.14 Around 2,150 new homes will be built between 2011 and 2029 to support economic growth of the town and accommodate a growing population. Approximately 700 homes are already accounted for, having either already been built since 2011, have planning permission, or are allocated in the Local Plan. The Local Plan allocations include the 500+ dwelling development in South West Keynsham known as 'K2'. Development requirements are outlined in the Local Plan, including the need for satisfactory vehicular accesses. 700 dwellings are directed towards the town centre/Somerdale policy area (Policy KE2) which will serve as the focus of future development within Keynsham. Green Belt releases will be made to the east of Keynsham to accommodate 250 dwellings and employment floorspace, and to the south west of Keynsham to accommodate around 200 dwellings.

3.15 1,600 new jobs will be created between 2011 and 2029 primarily by increasing the stock of office floorspace in the town, complemented by an extension to the Broadmead/Ashmead/Pixash Industrial Estate. The job growth figure of 1,600 and the related employment floorspace figures set out in Policy KE1 represent the minimum growth that it is considered will be delivered during the Plan period. However, the physical capacity for additional floorspace provided through the extension of the Broadmead/Ashmead/Pixash Industrial Estate is significantly greater (see Policy KE3). Provision for this employment floorspace is made in order to enable flexibility for economic development across the whole District. Therefore, there is uncertainty as to whether this will be delivered in its entirety during the Plan period.

The planned job growth and additional employment floorspace provision supports the vision in establishing Keynsham as a more significant business location and enabling the town to recover from recent job losses. Attracting more Higher Value Added jobs will help to reduce the current pattern of outcommuting by groups such as professional workers, managers, senior officials and administrative workers, allowing better opportunities to live and work in the town. This will help to counteract the closure of Somerdale. The role of the town centre and Somerdale as the main focus for business activity will be complemented by the Broadmead/Ashmead/Pixash Industrial Estate area.

Policy KE1

Keynsham Spatial Strategy

The Strategy for Keynsham is to:

1 Natural and Built Environment

- a Maintain the Green Belt surrounding Keynsham, allowing releases of Green Belt land to the east and south west of Keynsham to accommodate employment and housing growth.
- b Make better use of the existing green and blue infrastructure (for example parks and rivers) running through and surrounding the town which will be enhanced, made more accessible and linked up.

2 Housing

- a Make provision for around 2,150 new homes (net) between 2011 and 2029. This will include affordable housing, and an appropriate housing mix giving more choice of housing to meet the needs of the local community.
- b Allow for residential development if it is within the housing development boundary defined on the Policies Map or it forms an element of Policies KE2, KE3 and KE4.

3 Economic Development

- a Plan for about 1,600 net additional jobs between 2011 and 2029.
- b Make provision for the changes in employment floorspace set out below:
 - Office floorspace: from about 13,000m² in 2011 to about 20,200m² in 2029.
 - Industrial/Warehouse floorspace: from about 52,000m² in 2011 to 60,300m² in 2029 to address future requirements arising in Keynsham and Bath.
- c Enable development which supports the town to continue to function as an independent market town. The scale and mix of development will increase self-containment and help develop the town as a more significant business location.
- d Retain and extend the Broadmead/Ashmead/Pixash Industrial Estate as an area for business activity (including use classes B1, B2 and B8) complementing the role of the town centre and enable its intensification through higher density business development.

4 Shopping

- a Provide larger retail units in the town centre to attract a more varied mix of retailers.
- b Retain and encourage enhancement of Queen Road and Chandag Road as local centres to complement the town centre because they provide an important range of essential day-to-day goods and services for their local neighbourhoods.

5 Transport, cycling and walking

- a Provide for improvements to public transport and enhance connectivity between walking, cycling and public transport routes. (Transport infrastructure measures are set out in the 'Infrastructure and Delivery' section)
- b Implement a reviewed Parking Strategy.

6 Energy conservation and sustainable energy generation

- a Enable renewable energy generation opportunities including a new district heating network within Keynsham, potentially anchored by the Centre/Town Hall redevelopment.

Keynsham is a great place to live and work, with its attractive setting, good transport links, traditional High Street and numerous active groups

Keynsham Town Plan, 2004



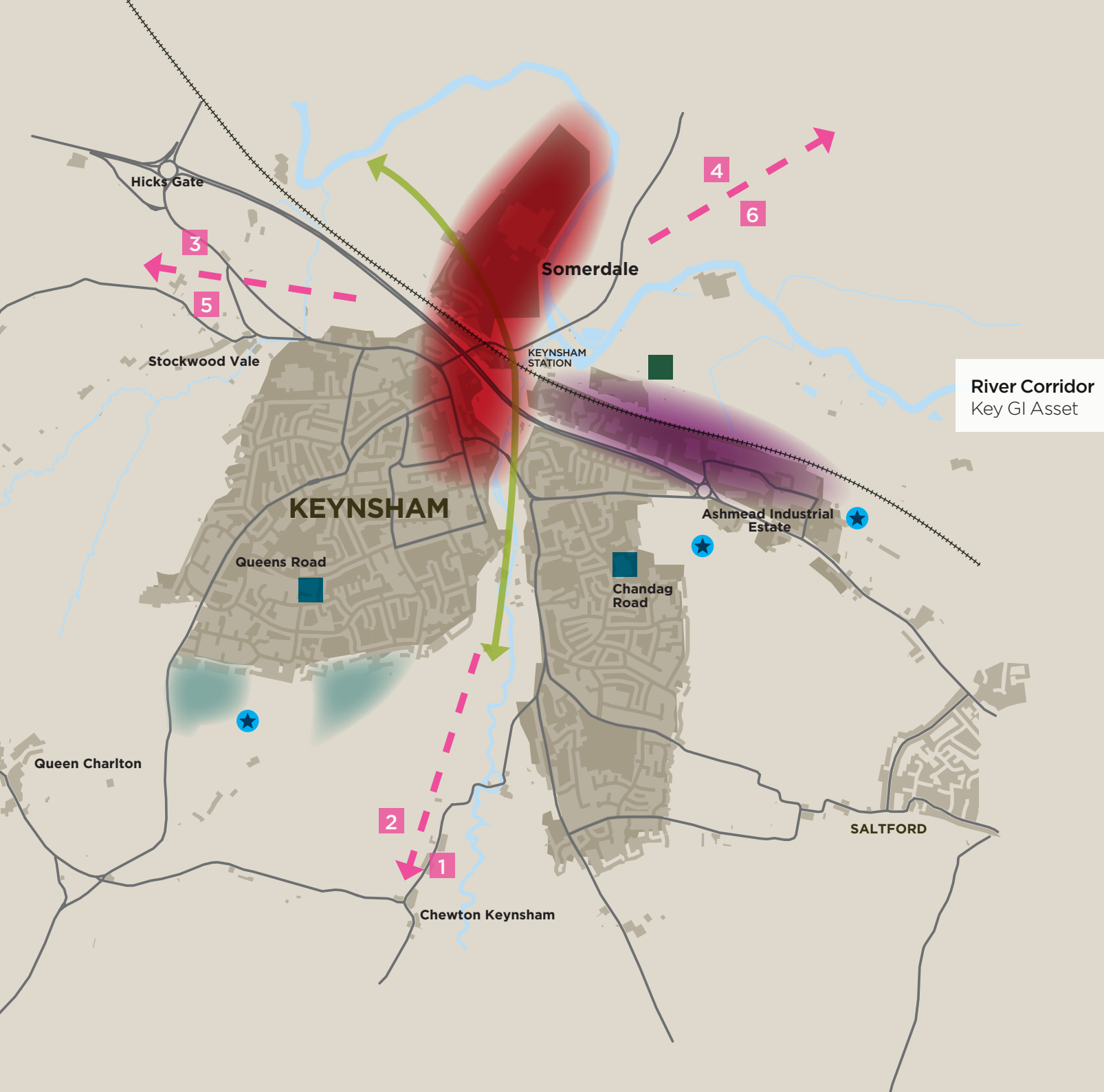
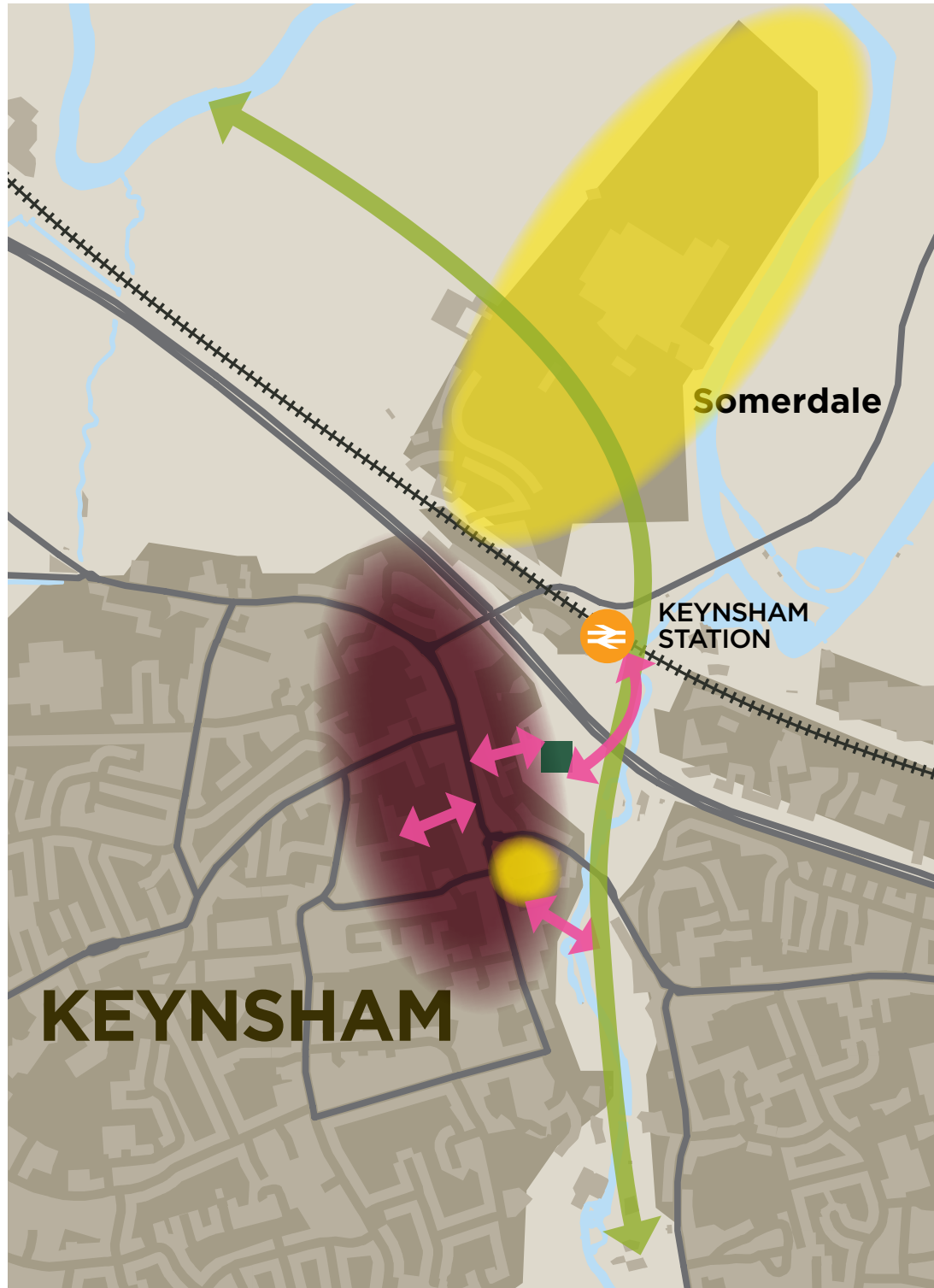


DIAGRAM 12 KEYNSHAM SPATIAL STRATEGY

KEY

- Town Centre/ Somerdale Policy Area
- Core Business Area
- New Neighbourhood at South West Keynsham (Local Plan Policy K2)
- - - ➔ Cycle & Walking Links
- 1 Regional Cycle Route 10
- 2 2 Rivers Walking Route
- 3 National Cycle Route 3
- 4 National Cycle Route 4
- 5 River Avon Trail Walking Route
- 6 Monarch's Way Walking Route
- ➔ Green Infrastructure Link
- Proposed Waste Facility
- Local Centre
- ★ Strategic Site
- Strategic Green Belt release

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◀ **DIAGRAM 13**
KEYNSHAM
TOWN CENTRE /
SOMERDALE

- KEY**
-  Enhanced Retail Quality and Public Realm
 -  Green Infrastructure Link
 -  Enhanced Pedestrian Connections
 -  Mixed Use
 -  Enhanced Memorial Park
 -  Train Station

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Town Centre and Somerdale

Role

3.16 The town centre has historically been the hub of activity within Keynsham and, along with Somerdale, will continue to be the focus of the majority of future development and regeneration. The policy area encompasses the historic core of the town centred on the High Street, the Memorial Park, the Centre/Town Hall site, Riverside, the train station, and Somerdale.

3.17 Change within the policy area will be managed to improve Keynsham's performance and profile as:

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

Assets

3.18 The Spatial Strategy for the Town Centre and Somerdale area responds to the following assets :

- a Its underlying historic character which is recognised in the designation of the two Conservation Areas.
- b The High Street includes a good mix of retail uses with independent traders. There are few vacancies. It is compact and walkable from many parts of the town.
- c Facilities within and adjacent to the town that provide opportunities for leisure and recreation, such as the Memorial Park, a leisure centre and Fry Club.
- d Rivers, parks and green spaces such as the Memorial Park, the Hams and the Rivers Avon and Chew which reinforce the character of the town, provide a recreational resource and a natural habitat.
- e The proximity of the railway station to the High Street and Somerdale.
- f Heritage and archaeological assets, for example the medieval Abbey site which is a Scheduled Ancient Monument.
- g The presence of the Local Authority in the town centre offers valuable local services and employment opportunities.

- h Keynsham can provide employers with a distinctive location, well connected to the national motorway network, at a lower rent than many areas of Bristol and Bath and with a resident population which is currently forced to out-commute for many jobs.

Risks

3.19 The Spatial Strategy responds to the following issues which are identified as key risks to achieving the vision for Keynsham:

- a The historic characteristics of the town centre Conservation Area are currently undermined by unsympathetic post-war development, resulting in damage to the historic grain and character, loss of traditional shop fronts and loss of small building frontages and therefore it is on the national Heritage at Risk Register. Also at risk is the Dapps Hill Conservation Area, which is described on the Register as being in a poor condition and deteriorating.
- b Some buildings are historic and add positively to the character of the area, whilst others are poor quality and fail to enclose the street, leading to a lack of variety and interest.
- c The small sizes of the shops make it difficult to attract high quality, national retailers, and Keynsham leaks expenditure to Longwell Green and Bristol as a result. Some are also not easily accessible for disabled people.

- d There is a notable lack of 'evening economy' uses, for example restaurants, cafes and bars.
- e The quality of the public realm in the town centre is poor.
- f Traffic on the High Street has a significant effect on the quality of the shopping environment and contributes to poor air quality. The High Street was designated as an Air Quality Management Area in July 2010.
- g The High Street has poor connections to Ashton Way car park and the Memorial Park.
- h The Centre and Riverside offices are underutilised and are not delivering their full potential; they are also unattractive buildings which have a major impact on the perception of the town.
- i The A4 and the railway line form a partial barrier to pedestrian and cycling movement between the Town Centre and Somerdale.
- j Limited car parking capacity serving the town centre.
- k The important green spaces are perceived as individual areas rather than a connected green infrastructure network.
- l The loss of a major employer during 2011 – Cadburys.
- m The public sector employs a large number of people within Keynsham, but is expected to contract in the future.
- n There is a limited rail service between Keynsham and Bristol/Bath.
- o The northern part of the Somerdale site is within flood zone 2.

Policy KE2

Town Centre/ Somerdale Strategic Policy

The Strategy for the Town Centre / Somerdale area is to:

1 Key Opportunities

Establish an integrated and sustainable town centre (boundary is defined on the Policies Map). There are major development opportunities on the High Street and on the edge of the town centre which can attract new jobs, shops and more visitors. These include:

- a Somerdale
- b The Centre/Town Hall and Riverside

2 Scope and Scale of Change

Make provision for:

- a Up to 700 dwellings.
 - b A new high quality, exemplar, mixed-use quarter at Somerdale, providing significant employment floorspace, new homes, leisure, open space, sport and recreational uses. The sequential and exception tests for flood risk would have to be met to justify any dwellings in higher risk parts of the site.
 - c New office development at the Centre/Town Hall site including a new library, retail units at street level, leisure facilities and residential dwellings.
 - d Some larger retail units to provide space for high quality, national retailers which complement the existing successful independent retailers.
 - e Diversification of the employment base in order to offer greater opportunities for the resident population.
 - f A District Heating Network, with potential identified at Somerdale and the town centre.
- e Improve the links between the town centre and Somerdale, ensuring that the new mixed-use quarter is integrated with the rest of Keynsham.
 - f Enhance the town centre to make it a more vibrant and attractive area, enabling all members of the community to enjoy it over a longer period of the day.
 - g Retain and enhance the leisure, open space, sport and recreation function of the town centre and Somerdale.
 - h Enhance the rivers, park and green spaces and link them together to form an improved green infrastructure network (linking the town internally and to its environs).
 - i Protect the character and recreational value of the Memorial Park and the Hams.
 - j Provide new employment opportunities that help establish Keynsham as a more significant business location, diversifying the economy, and providing jobs, especially in the Higher Value Added sectors.
 - k Improve the management of traffic through the town centre and enhance public transport provision.

3 Placemaking Principles

- a Reinforce and enhance the historic character and qualities of the Conservation Area ensuring local character is strengthened by change. The linear pattern and fine grain of the High Street should be maintained and enhanced.
- b Improve the quality of the public realm including provision of a new civic space.
- c Improve the connections between Ashton Way car park, the High Street and the Memorial Park.
- d Retain the avenue of trees in Somerdale Road and consider the potential for converting and reusing some or all of the factory buildings at Somerdale.
- l Create / enhance links from Keynsham to the surrounding national and regional cycle networks.
- m Improve air quality in the town centre as part of the Air Quality Management Area.

At present the overall image of the town is poor

Development on the edge of Keynsham

3.19a In order to meet the need for additional development within the District during the Plan period, land is removed from the Green Belt to provide for housing and employment floor space in two locations on the edge of Keynsham on the eastern edge and to the south west of the town. Through Policies KE3A and KE4 respectively land is allocated for residential and employment development adjoining east and south west Keynsham and a revised detailed Green Belt boundary is defined. Policies KE3A and KE4 also outline the place-making principles to be met in delivering development on these sites. The place-making principles are also indicated on concept diagrams for each site.

National planning policy makes it clear that when altering Green Belt boundaries consideration should be given as to whether land needs to be safeguarded to meet longer term development needs. At south west Keynsham it is not considered there is any scope to identify safeguarded land. Policy KE3B safeguards land at East of Keynsham for development beyond the end of the plan period.



The spatial strategy enables Keynsham to evolve into a market town fit for the 21st century, becoming a more significant location for business and a more sustainable, desirable and well-connected place to live and work

Policy KE3a

Land adjoining East Keynsham Strategic Site Allocation

Land is removed from the Green Belt as shown on the Key Diagram and Policies Map in order to provide for residential and employment development with associated infrastructure.

The requirements that need to be met to enable development are set out in the Placemaking Principles, Core Policies and indicated on the Concept Diagram. The Placemaking Principles, being site specific, take priority over the Core Policies.

Placemaking Principles:

- 1 Residential development (to include 30% affordable housing) of around 220 – 250 dwellings in the plan period south of the A4 as shown on the concept diagram. Density should vary across the site with the higher densities closest to the A4.
- 2 Around 30,000sqm of employment floorspace within Use Classes B1 (b) & (c), B2 and any employment use not falling within the NPPF definition of a main town centre use, north of the A4 as shown on the concept diagram.
- 3 Preparation of a comprehensive Masterplan, through public consultation, and agreed by the Council, reflecting best practice as embodied in 'By Design' (or successor guidance), ensuring that development is well integrated with neighbouring areas.
- 4 Dwellings should front onto the A4 and have a positive relationship with all publically accessible routes. Development should face outwards towards the open countryside, adopting a perimeter block layout, with a clear distinction between the fronts and backs of properties.
- 5 Employment / industrial buildings should have a positive frontage onto the A4 and all publically accessible routes, and seek to avoid creating a corridor of parking and yards along the roadside.
- 6 Development should incorporate an element of traditional materials, including natural lias limestone, in key locations to be determined through the masterplan.
- 7 Incorporation of green infrastructure, including: (a) on-site provision of well integrated allotments and play provision; (b) on or off-site ecological enhancements and (c) on or off-site new planting, to provide an appropriate edge to development. New planting should maximise native species woodland edge habitat and provide for public access.
- 8 Existing hedgerows and hedgerow specimen trees should be retained and strengthened where shown on the concept diagram to provide a strong landscape and green infrastructure framework. Sufficient setback of development should allow for growth of trees, including within gardens and open spaces, which will eventually break up the rooflines and frame development.
- 9 Utilise the green corridors through the development to provide new shared pedestrian and cycle routes. The general alignment of existing public rights of way should be retained, enhanced and connected with these new routes. Public space and footpaths should incorporate species-rich verges and grassland habitat.

- 10 The Roman road alignment and any surviving remains should be preserved by incorporating it into the development layout, preferably as open space or public footpath as part of the green infrastructure strategy.
- 11 Development to fully incorporate SuDS as part of the green infrastructure strategy. Streams and watercourses that cross the site should remain open, improved, and incorporated into the development as an attractive landscape and SuDS feature, with wetland habitat provided at in the North West part of the residential site.
- 12 Direct highway access from the residential site to be formed to the A4. Pedestrian and cycle access to be formed to the Chandag estate and to other points as shown on the concept diagram. The layout should be pedestrian and cycle dominant. A 'shared space' ethos for streets and spaces should prevail throughout the site. Connections to existing bus stops should be enhanced, with new stops provided.
- 13 Direct highway access from the employment site to be formed to Pixash Lane.
- 14 The layout of the employment site should be designed to enable a future vehicular bridge over the railway line.
- 15 Off-site highway capacity improvements required, including the A4 and Broadmead roundabout, and Wellsway / Bath Road / Bath Hill junction.
- 16 Improve crossing facilities on the A4.
- 17 Improve pedestrian and cycle access to Wellsway School.
- 18 Development should be designed to allow future highway, pedestrian and cycle connections to the safeguarded land.
- 19 Provide land for a new Primary School on site and financial contributions for primary school accommodation proportionate to the expected pupil yield generated by the development. The new school should be designed to facilitate future expansion, should have direct pedestrian and cycle access from the residential site and existing residential areas, and incorporate new junior playing pitches to be available for wider community use.
- 20 Downstream sewer improvements.



Policy KE3b Safeguarded Land at East Keynsham

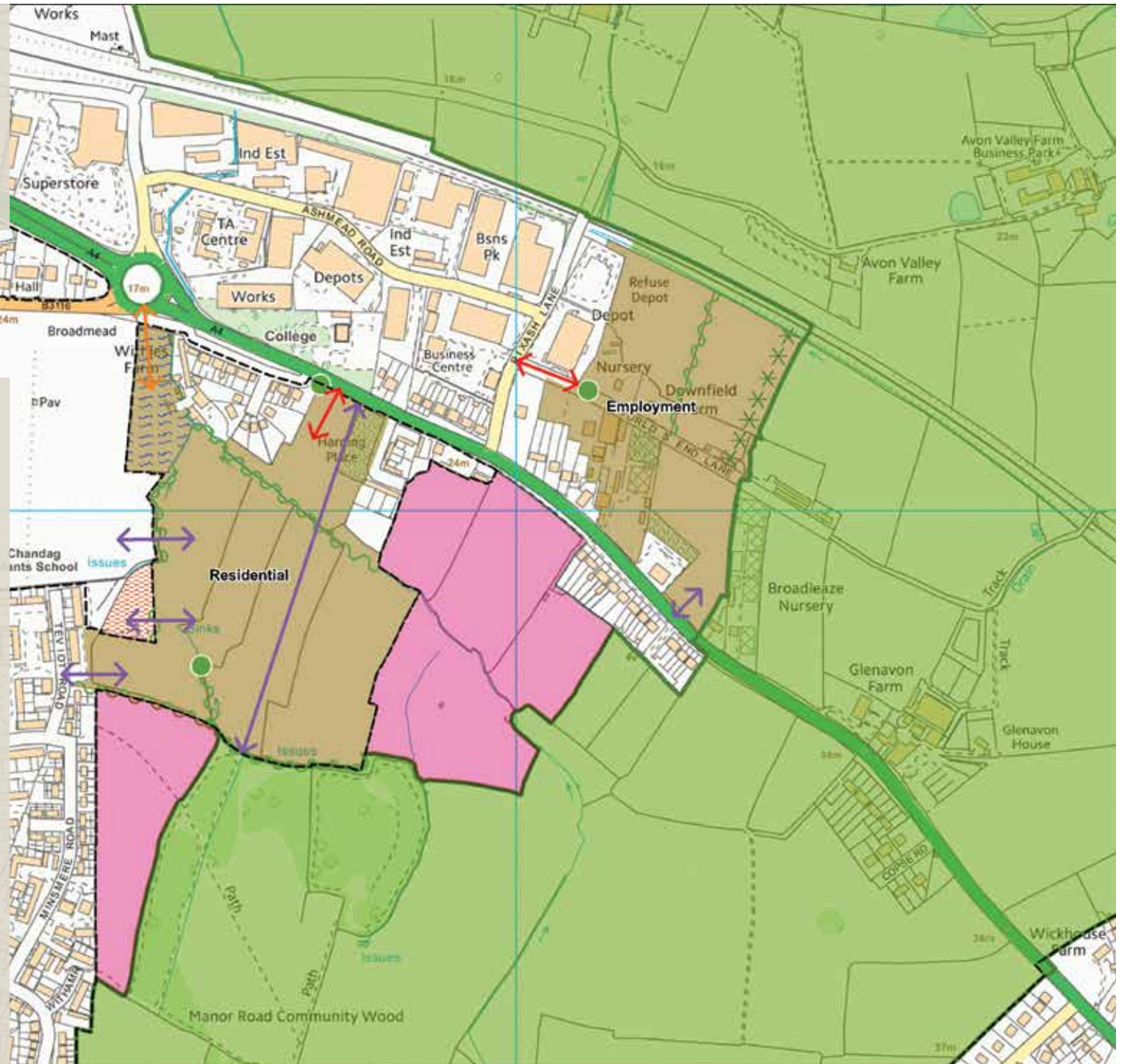
Land shown on the Key Diagram and Policies Map is removed from the Green Belt and safeguarded for possible development. The safeguarded land is not allocated for development at the present time and Policy CP8 will apply. Planning permission for development of the safeguarded land will be granted only when it is proposed for development following a review of the Local Plan.

CONCEPT DIAGRAM FOR LAND ADJOINING EAST KEYNSHAM STRATEGIC SITE ALLOCATION



KEY

-  Green Belt
-  Strategic Site Allocation
-  Safeguarded Land
-  Housing Development Boundary
-  Pedestrian and cycle link
-  Primary vehicle access
-  Potential vehicle access
-  Flood zone / Wetland Habitat
-  Additional Green Infrastructure
-  Playground area enhancement
-  Retained trees or ponds
-  Retained hedgerow and trees
-  Retained vegetation



Policy KE4

Land adjoining South West Keynsham Strategic Site Allocation

Land is removed from the Green Belt as shown on the **Key Diagram and Policies Map** and allocated for residential development and associated infrastructure during the Plan period.

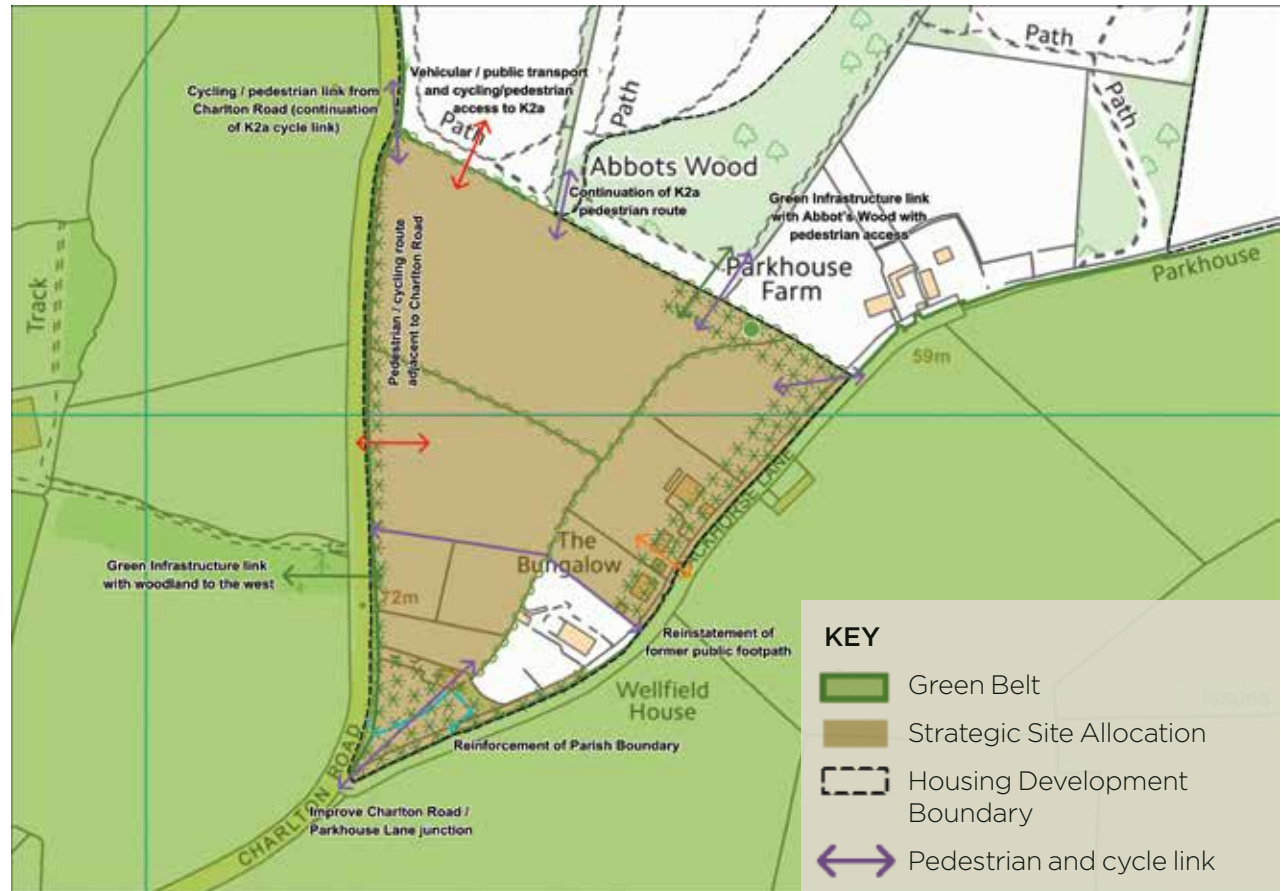
The requirements that need to be met to enable development are set out in the Placemaking Principles, Core Policies and indicated on the Concept Diagram. The Placemaking Principles, being site specific, take priority over the Core Policies.

Placemaking Principles:

- 1 Residential development (to include 30% affordable housing) of around 180-200 dwellings in the plan period at South West Keynsham as shown on the concept diagram.
- 2 Preparation of a comprehensive Masterplan, through public consultation, and to be agreed by the Council, reflecting best practice as embodied in 'By Design' (or successor guidance), ensuring that development is well integrated with neighbouring areas.

- 3 Dwellings should front onto Charlton Road and have a positive relationship with all publicly accessible routes. Development should face outwards towards the open countryside, adopting a perimeter block layout, with a clear distinction between the fronts and backs of properties.
- 4 Building heights to be generally limited to 2/2.5 storeys, ensuring development does not break the skyline in views from Queen Charlton Conservation Area.
- 5 Development should incorporate an element of traditional materials, including natural lias limestone, in key locations to be determined through the masterplan,.
- 6 Incorporation of green infrastructure, including on-site provision of well integrated formal and natural green space and play provision, and off-site enhancements to allotments. A key part of the on-site requirement should be the provision of woodland and copse planting along Parkhouse Lane as shown on the Concept Diagram, to provide a landscape buffer from views from the south and east, and strengthen the sylvan character of the area. New planting should maximise native species woodland edge habitat and provide for public access.
- 7 Retain and strengthen the existing hedgerows and tree screening surrounding the site, with new screening along unplanted boundaries.
- 8 Retention and enhancement of internal hedgerows including hedgerow specimen trees, enabling the subdivision of the site into a number of development areas, and providing a strong landscape and green infrastructure framework. Sufficient setback of development should allow for growth of trees.
- 9 Utilise the green corridors through the development to provide shared pedestrian and cycle routes. Public space and footpaths should incorporate species-rich verges and grassland habitat.
- 10 Development to fully incorporate SuDS as part of the green infrastructure strategy to provide betterment to the existing surface water flood issues.
- 11 Direct highway access to be formed to Charlton Road with a through link to K2a sufficient to enable bus service provision to pass through the sites without turning.
- 12 The layout should be pedestrian and cycle dominant. A 'shared space' ethos for streets and spaces should prevail throughout the site.
- 13 Off-site highway capacity improvements to be determined by the Transport Impact Assessment at the application stage.

- 14 Financial contributions for primary school places and contribution in lieu of land will be required for primary school provision within the Keynsham primary school planning area.
- 15 The solar energy potential of sites should be facilitated by design and orientation. 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.
- 16 Downstream sewer upsizing works and pumping station upgrade.



CONCEPT DIAGRAM FOR LAND ADJOINING WEST KEYNSHAM STRATEGIC SITE ALLOCATION

KEY

- Green Belt
- Strategic Site Allocation
- Housing Development Boundary
- Pedestrian and cycle link
- Primary vehicle access
- Potential vehicle access
- Green Infrastructure link
- Parish boundary enhancement
- Retained trees or ponds
- Retained hedgerow and trees
- Retained vegetation
- Additional Green Infrastructure

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Infrastructure

3.20 The key infrastructure requirements for Keynsham as identified in the B&NES Infrastructure Delivery Programme (IDP) are summarised in table 6. These are supplemented by District-wide infrastructure requirements. These are in addition to infrastructure provision arising from committed proposals such as the Local Plan allocated 'K2' site at South West Keynsham. The IDP also contains a number of desirable infrastructure items (see paragraph 3.21). Infrastructure planning involves an ongoing process of dialogue and communication with infrastructure providers and as further evidence is developed and future funding is secured additional items may be added to the IDP or their status may be upgraded or altered.

- 3.21** The desirable infrastructure items, of importance to the town include:
- Green infrastructure: river/canal corridor, formal and informal green spaces and allotments.
 - Improvements to Keynsham Train Station and Enhanced Service Frequency to Bath and Bristol.
 - Pedestrian/cycling bridge over A4 Keynsham by-pass linking the railway station to the Memorial Park.
 - Cycle links to Bristol, Bath, National Routes 3 and 4, and Regional Route 10.
 - Safer routes for pedestrians and other cycle links.
 - Smarter Choices Measures, including measures such as:
 - Travel Plans - new development to be required to contribute to improvements identified by School Travel Plans
 - Community Transport
 - Encouraging car sharing e.g. via car clubs
 - Working from Home

- Re-provision of any sports pitches or other facilities where triggered by development.
- Town centre public realm improvements.
- Transport improvements to determine the most appropriate design for the town centre highway network aimed at minimising the effect of existing and future traffic.
- Town centre/Somerdale district heating infrastructure.

Delivery

3.23 Delivery of the strategy and infrastructure required to support it will be facilitated by the planning framework summarised below:

- Planning Obligations Supplementary Planning Document (SPD)
- Placemaking Plan
- Community Infrastructure Levy
- Redevelop the Town Hall / Centre site by B&NES Council.
- Keynsham Town Centre Regeneration Delivery Plan which will be a basis for bids to national and sub-regional funds (for example the West of England Revolving Infrastructure Fund) that may become available to support development and enable the Council to maximise the potential of its physical assets.

3.25 In addition to the above the review of town centre car parking capacity will be an important part of the delivery strategy.



Table 6
Summary of Key Infrastructure in Keynsham

| IDP Ref | Key infrastructure item | Phasing | Cost | Funding & Delivery |
|-------------|---|---|--|--|
| K1.1 | Flood Protection Measures for Cadbury's Somerdale Site | Necessary enabling works to precede development at Somerdale | Not quantified | On site works necessary to obtain planning permission |
| K1.2 | Improvements to sewerage capacity | Necessary enabling works to precede development in the Green Belt east of Keynsham and south west of Keynsham | Dependent on scheme design | Wessex Water (improvements to critical sewer capacity and Keynsham STW); on-site mains and sewers to be provided by the developer; off-site connecting works delivered through requisition arrangements |
| K1.3 | Enhance Keynsham Hams as wetland habitat | Necessary enabling works to precede development at Somerdale | Not quantified | On site works required as part of development requirements |
| K1.4 | Secondary road access to the Somerdale Site | Necessary enabling works to precede development at Somerdale | Not quantified | On site works necessary to obtain planning permission |
| K1.5 | Improvements to Keynsham Train Station and Enhanced Service Frequency to Bath and Bristol | 2017-2020 | £19.7m (at 2012 prices) for Greater Bristol Metro Rail Project | Network Rail with Bath and North East Somerset Council. Evidence included in the Great Western Mainline Route Utilisation Strategy (2010). The Council will continue to press for this urgently needed investment through its Memorandum of Understanding with the Rail Industry |
| K1.6 | New early years facility and primary school at Somerdale | Necessary enabling works to precede development at Somerdale | c.£5,000,000 | On site works necessary to obtain planning permission |
| K1.7 | Additional early years, primary and secondary education capacity in Keynsham | 2011-2029 | Dependent on delivery strategy and phasing | S106 capital; potential for CIL capital |

4 Somer Valley

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Biodiversity
Disused railways

Characterful

Heritage

Potential

Ambitious



Wildlife
Cycling
Energy



Batch



Self Reliant
Enthusiastic

Locality
Ecology



Entrepreneurs
Town Park
Green Links

Setting the Agenda

Context

4.01 The Southern part of the District, with its range of distinctive characteristics, identities, communities and history makes a strong contribution to the overall character of the District.

4.02 From Medieval Market town roots, the area was transformed during the industrial revolution to exploit its mineral resources. Once known as the 'powerhouse' for Bath, life in the area was dominated by coal mining, leading to a proud heritage of energy production. This relatively short lived but intense period of local history has passed, with formerly industrial landscapes having long returned to beautiful countryside with some distinctive landscape features. The strength of community and identity borne out of this heritage remains, as do the towns and villages which developed in this period.

4.03 The Somerset and Dorset Railway route now forms part of the National Cycle Network (Colliers Way) connecting Bath to the South Coast. The loss of the railways, whilst providing green infrastructure, means that strategic links now rely entirely on the road network.

4.04 Manufacturing industries including printing, binding and packaging continue to provide important local employment opportunities. Despite closures and relocations of some large scale manufacturing business, the area presents positive opportunities to increase economic competitiveness particularly with small and medium scale local business and highly skilled entrepreneurs.

4.05 The Somer Valley Area includes Midsomer Norton, Westfield, Radstock, Peasedown St John, Paulton, Shoscombe, Camerton, Timsbury, High Littleton and Farrington Gurney.

4.06 Midsomer Norton is a market town dating back to medieval times. It became an important coal-mining town in the nineteenth century and continues to cater for key services, employment, shopping and leisure facilities to the wider communities. Its historic core runs along the River Somer which remains an attractive feature in the High Street.

4.07 Radstock is located on the northern edge of the Mendip Hills in the Wellow Brook Valley. The town lies at the confluence of five steep-sided valleys and the tributaries of the Wellow Brook. Radstock has been settled since the Iron Age and is one of the best preserved former coal-mining towns in England, the basis of its Conservation Area status. The Great Western Railway, and the Somerset and Dorset Railway established stations and marshalling yards in the town. Radstock was at the heart of the Somerset Coalfield and became a central point for railway development. Radstock comprises distinctive communities of Coombend, Clandown, Writhlington and Radstock.

4.07a Paulton and Peasedown St. John are the two largest villages in the Somer Valley. Following the closure of the Somerset Coalfield, there have been periods of substantial housing development in Peasedown during the 1960s and 70s, and more recently in the late 1990s. A sizeable Business Park is also located on the south eastern edge of the village which is home to a number of major employers including the CircleBath Hospital. Paulton was originally an agricultural village which grew significantly as a result of coal mining. Following closure of the mines its economic base became industrial, including printing. In the last twenty years a number of the larger local employers including Polestar have closed resulting in reduced local employment opportunities, increased out-commuting, but also a number of redevelopment opportunities.



DIAGRAM 14 SOMER VALLEY LOCATION

KEY

- Green Belt
- Somer Valley

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Strategic issues

4.08 Recent incremental housing development and a decline in the manufacturing sector has led to an imbalance between jobs and homes. The area provides a high quality environment to live with good accessibility to services, particularly highly successful schools and open countryside. However in order for the Somer Valley to continue to thrive, it is necessary to create a more sustainable balance by enhancing economic activities and wealth creation. Tourism opportunities to build upon a mining and industrial heritage and rich natural environment are not yet realised.

4.09 The Somer Valley has a number of strengths and challenges which the Core Strategy seeks to address in order to realise the area's potential.

Challenges

- Vulnerable local economy dependent on a narrow range of industries and a few large employers.
- A number of large vacant, underused or ageing factory sites.
- High levels of out-commuting due to lack of local employment opportunities.
- Perceived difficulty in attracting economic investment in the area.
- Limited broadband infrastructure capacity.
- Transport congestion and limited opportunities for large scale transport intervention.

- Poor public transport in rural areas leading to isolation for those without private transport.
- Competition with neighbouring towns in Somerset – mixed quality of Midsomer Norton town centre, dominance of road network in Radstock centre.
- Access to community facilities – maintaining and enhancing local village centres.
- High level of existing housing commitments of about 2,470 dwellings, exacerbating imbalance of housing over jobs.
- Lack of formal open space.
- Poor town centre environments and insufficient retail offer.

Strengths

- High quality natural environment within and surrounding the towns.
- Mining heritage – basis for recreation (disused rail lines) and tourism (especially Radstock).
- Critical mass of a combined Somer Valley area offers greater potential than towns and villages individually.
- Active local communities and existing community networks.
- Good schools and a local hospital.
- Existing engineering skills and expertise.
- Potential for local small to medium size companies to grow further.
- Relative lower cost of housing compared to elsewhere in the District.
- Basis of a good cycle network.

Regeneration, Place and Communities

4.10 The B&NES Economic Strategy seeks to improve the prosperity and well-being of Bath and North East Somerset residents through a more productive, competitive and expanded economy. It includes priority actions to bring forward new employment space in Midsomer Norton and Radstock centres and identifies a new strategic employment location in the Somer Valley.

4.11 Engagement with local communities has revealed an ambition to take advantage of the critical mass of the various communities in the area and to become more self-reliant socially and economically.

4.12 The Core Strategy sets out a planning framework to guide new development to achieve community aspirations expressed through the Brighter Futures Community Plan and the 'Future' for the Somer Valley.

The Brighter Futures Community Plan By the Somer Valley Partnership

The 'Brighter Futures' Community Plan covers the Somer Valley area, comprising the towns of Midsomer Norton and Radstock and the North East Somerset communities of Camerton, Farrington Gurney, High Littleton, Paulton, Peasedown St John, Shoscombe and Timsbury. Key themes cover businesses and the local economy, the town centres, transport, the environment, public services and housing. The Plan's ambition is to create a thriving and vibrant area with a sense of wellbeing, its own identity and promoted as a whole, with Midsomer Norton and Radstock as the focus. Facilities in Midsomer Norton and Radstock will be available and accessible for the communities in the surrounding villages. Village communities will have the support and resources necessary to develop solutions to their particular needs.

Vision and Spatial Strategy

The Vision

What the spatial strategy seeks to achieve

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

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

Villages of the Somer Valley will continue to provide for the needs of their local communities.

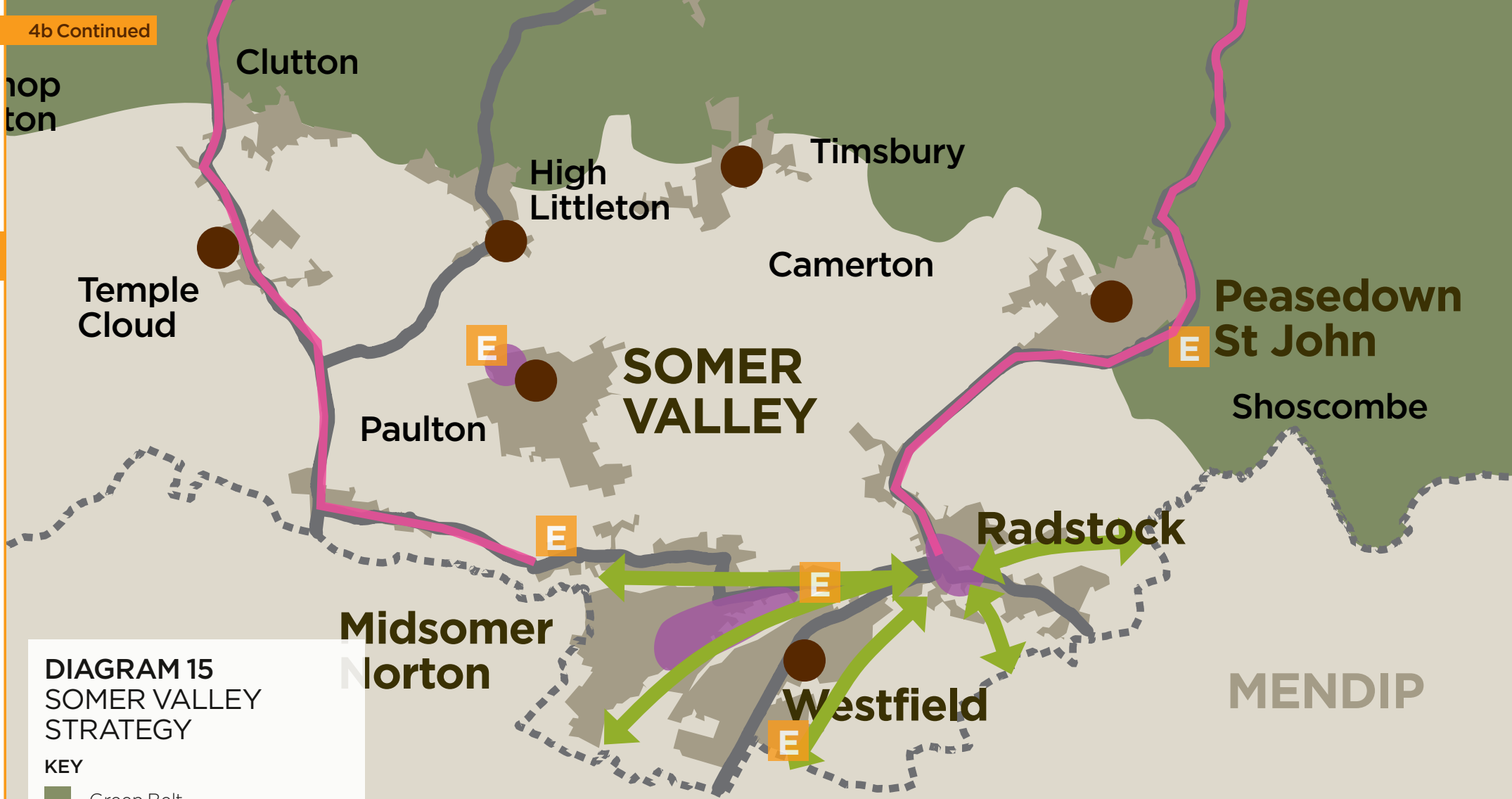


DIAGRAM 15
SOMER VALLEY
STRATEGY

KEY

- Green Belt
- Built Up Areas
- Local Centres
- Significant Change
- E New Employment
- Green Infrastructure Link
- Showcase Bus Routes

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Vision and spatial strategy

4.13 The strategy seeks to deliver the vision for the Somer Valley and the strategic objectives for the District (set out in Chapter 1). In addition to the strategy and policies outlined in this chapter, the policies in Chapter 5 on the rural areas apply specifically to the villages in the Somer Valley. The strategy for the Somer Valley is to make provision for the development of the economic and community facilities needed to increase self-reliance and economic revitalisation. There are particular opportunities to facilitate local energy generation. Provision of sufficient space in the Somer Valley will contribute to economic diversification, enable local firms to expand and provide space for new businesses to locate in the area thereby providing an improved range of local employment opportunities to target workers with different skills to replace jobs lost in traditional manufacturing industries. This approach will be underpinned by the Council's Economic Strategy to attract new business to the area and improved education and training linking local businesses with key training providers such as Norton Radstock College and the secondary schools and building on existing academic and vocational courses.

4.14 Whilst there is land available with capacity within the Somer Valley to provide more than 2,000 jobs, it is unlikely that any more than around 900 of these jobs will come forward in the Plan period. Their delivery will require strong partnership with public and private sectors. With limited resources available, targeted efforts will be required as set out in the Economic Strategy.

4.15 There is already a significant number of housing commitments in the Somer Valley and a limited capacity to generate new jobs. New housing in the Somer Valley will therefore be restrained in the interest of sustainability but some additional housing is likely to come forward on brownfield sites. The Housing Development Boundary will be reviewed in the Placemaking Plan to facilitate this and to reflect recent planning permissions on greenfield sites. However in light of the objective of economic led revitalisation, it is important that the additional housing does not significantly worsen the balance between homes and jobs and the out-commuting problems and the Council may therefore seek to ensure an economic benefit from new housing.

4.15a Local designations such as Housing Development Boundaries and Core Business Areas shown on the Policies Map (saved from the existing Bath & North East Somerset Local Plan) will be reviewed as part of the Placemaking Plan.

4.16 The distinctive character of the countryside surrounding the towns and villages will be protected and the urban environments, especially in the town centres will be improved to make them more appealing for residents, businesses and visitors.

4.17 The area does not benefit from direct trunk road links to the motorway network, but does connect to Bath via the A367 and A39, Bristol via the A37 and south via the A37 and A367 to Somerset towns. Apart from the funding for Greater Bristol Bus Network, there is no immediate prospect of new large scale funding or any major development to trigger substantial road infrastructure improvements within the plan period. Therefore, improvements to public transport, cycling infrastructure and the implementation of 'Smarter Choices for transport' should be pursued in this area in support of the spatial strategy. The Joint Local Transport Plan which was adopted in March 2011 includes reference to further rail enhancements by 2026, for example re-opening the Radstock to Frome line as part of 'Plans and Aspirations for other Significant Transport Schemes'.



Policy SV1

Somer Valley Spatial Strategy

The Strategy for the Somer Valley is to:

1 Natural & Built Environment

- a Protect and enhance the distinctive character of the area including the landscape and built and historic environment.
- b Strengthen the green links between the two town centres via a cycle and walking link along the route of the former railway as part of the Town Park and Five Arches route proposals.

2 Previously Developed Land

- a Prioritise development on brownfield sites focussing on Midsomer Norton and Radstock Centres (See Policies SV2 and SV3) and the redevelopment of vacant and underused industrial land and factories.

3 Economic Development

- a Enable the delivery of around 900 net additional jobs between 2011 and 2029 and facilitate further jobs if economic circumstances allow.
- b Encourage the retention and expansion of local companies and the growth of new businesses by making provision for the changes in employment floorspace set out below:

Office floorspace: from about 31,000m² in 2011 to about 33,700m² in 2029
 Industrial/Warehouse floorspace: from about 126,400m² in 2011 to about 112,000m² in 2029. New employment floorspace will be focussed at:

- the Westfield Industrial Estates, Midsomer Norton Enterprise Park and Bath Business Park in Peasedown St John
 - Old Mills in Paulton (Local Plan Policy GDS.1 V4)
 - Midsomer Norton and Radstock Town Centres
- c Protect land in existing business use and, consider alternative use where there is no reasonable prospect of a site being used for that purpose and it does not lead to an unacceptable loss of employment land.

4 Housing

Enable around 2,470 new homes to be built at Midsomer Norton, Radstock, Westfield, Paulton and Peasedown St John, by amending the housing development boundary as necessary and to reflect existing commitments. This will include affordable housing, providing more choices of housing to meet the needs of the local communities. (Policies RA1 and RA2 are applicable to the other settlements in Somer Valley.)

5 Shopping

- a Strengthen the shopping offer in Midsomer Norton town centre to serve the Somer Valley by facilitating redevelopment and improving the public realm.
- b Enable Radstock centre to continue to provide local needs and support specialist shops.
- c Protect and enhance the local centres at Westfield, Paulton, Peasedown St John and Timsbury.

6 Transport

- a Implement necessary transport infrastructure to improve public transport links to major settlements and links within the Somer Valley and safeguard and extend sustainable transport routes.
- b Encourage Smarter Choices to facilitate increased movement by sustainable modes of transport. (Transport infrastructure and Smarter Choices measures are set out in the Infrastructure and Delivery section.)

7 Energy conservation and sustainable energy generation

- a Encourage renewable and low-carbon energy generation schemes, particularly those led by local communities.
- b Facilitate district heating system in the centres of Midsomer Norton and Radstock.

8 Leisure

- a Increase and enhance access to local heritage, woodlands and green spaces including implementation of the proposed Town Park in Midsomer Norton.
- b Facilitate the provision of the proposed Town Park in Midsomer Norton as a recreational facility serving the Somer Valley.
- c Increase allotment provision where deficiencies have been identified.

Provision of sufficient space in the Somer Valley will contribute to economic diversification, enable local firms to expand and provide space for new businesses to locate in the area

Midsomer Norton Town Centre

▼ DIAGRAM 16 MIDSOMER NORTON TOWN CENTRE

KEY

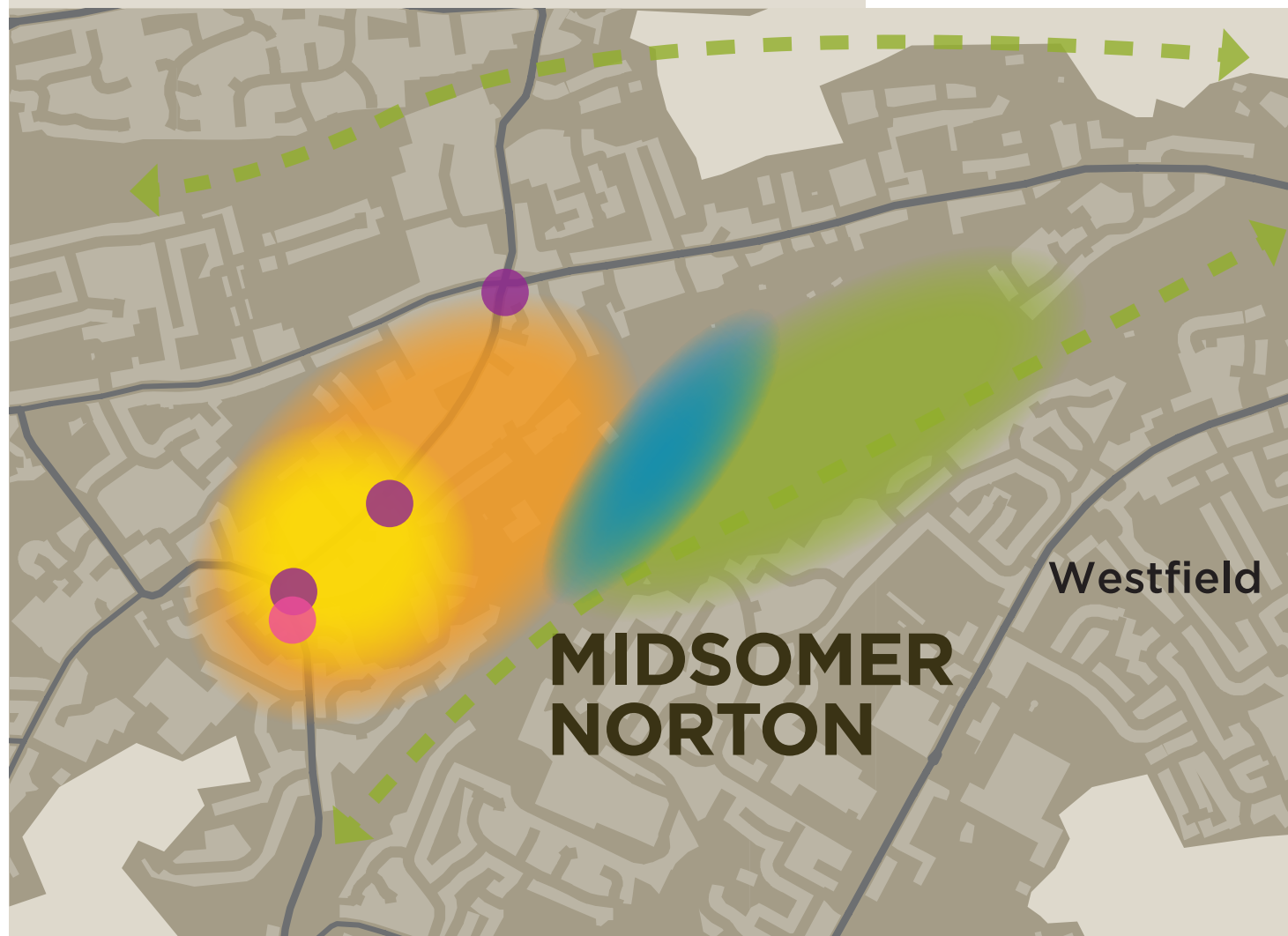
- Town Centre
- High Street Core
- Gateway Improvement

- Leisure & Community Area
- Town Park
- Key Community Landmarks
- ↔ Sustainable Transport/ Green Infrastructure Corridors

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Role of the Centre

4.18 Midsomer Norton Town Centre will continue to play the role of the market town serving a wider catchment population from surrounding villages. It forms a key link in the strong network of settlements that make the area more self-reliant in terms of access to key services, leisure, jobs and shops.



Assets

4.19 Midsomer Norton Town Centre has significant potential to inspire and influence new development such as the:

- Distinctive and appealing townscape with historic buildings, the River Somer flowing through the High Street and the Conservation Area.
- Distinctive views from the town to green skylines.
- Enhanced leisure facilities on the edge of the centre including a skate board park.
- Accessible parking.
- Improvement of the existing cycle network and use of the sustainable transport links.
- Strong community support that will benefit implementation.

Risks

4.20 The following issues are identified as key risks to achieving the ambitions for Midsomer Norton.

- Increasingly strong competition from nearby market towns in surrounding districts.
- Lack of medium and large sized shopping units.
- The dominance of parking in the street scene, poor pedestrian links, busy roads and a lack of public space.
- Lack of evening economy to contribute to a sense of vibrancy and community.
- Perceived fear of crime in some parts of the town centre.

Policy SV2

Midsomer Norton Town Centre Strategic Policy

The Strategy for the Somer Valley is to:

1 Key Opportunities/Priorities

- a Unlock redevelopment sites in the town centre (boundary defined on the Policies Map) to avoid the need for out of centre retail development, particularly in respect of vacant/underused buildings such as the former Palladium cinema and former brewery.
- b Enhance the public realm.
- c Enhance leisure provision including the Town Park.
- d Focus on the southern end of the High Street as the retail core.

2 Scope and Scale of Change

Make provision for:

- a Residential development as part of mixed use schemes
- b Some larger retail units in the core areas of the High Street.
- c Modern office space to offset the loss of manufacturing jobs.
- d A district heating network.

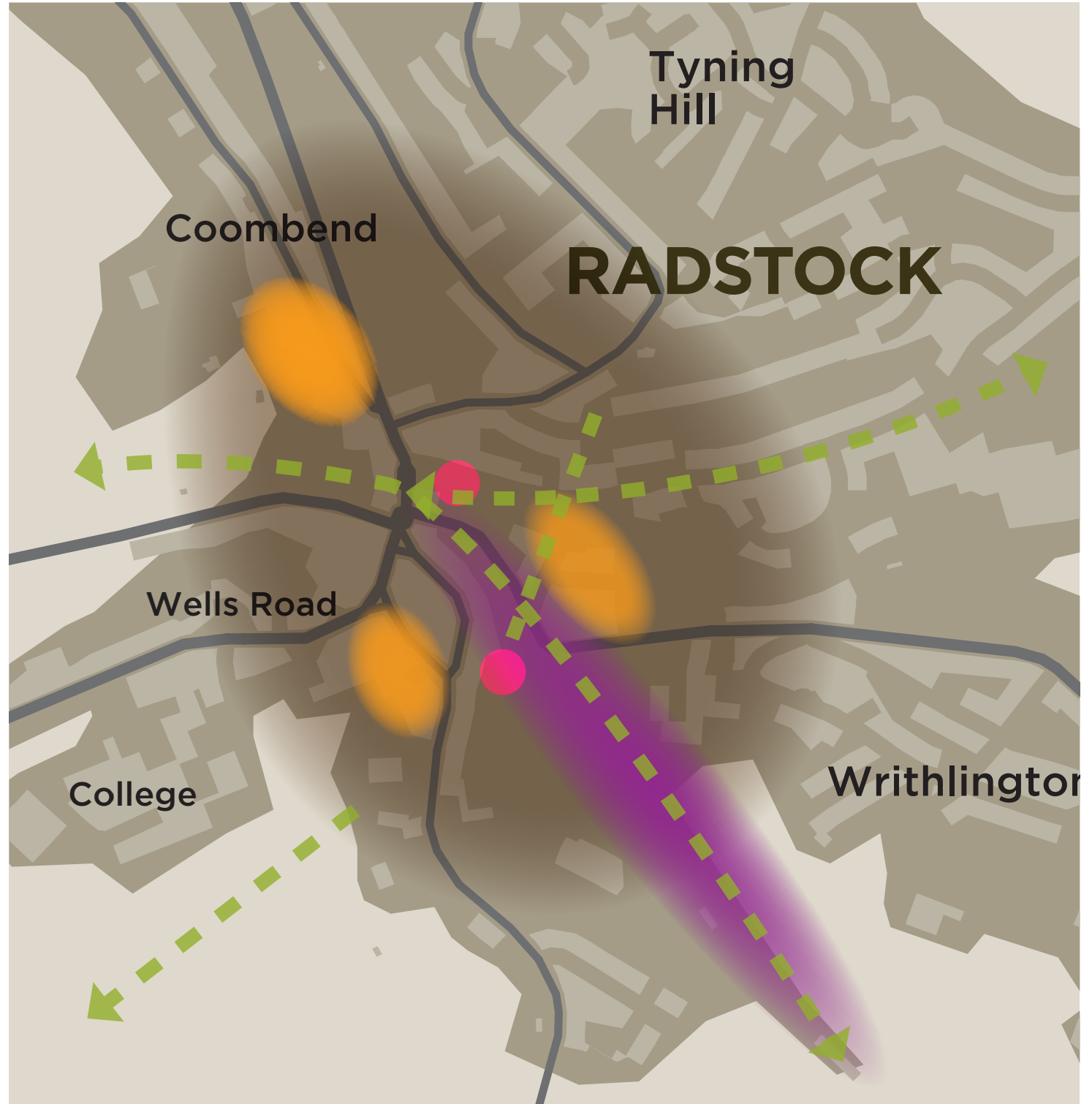
3 Placemaking Principles

- a 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.
- b Enable more intensive use of the South Road car park providing the opportunity to accommodate a modern food store. Any development here should retain public car parking for the town centre.
- c Conserve the town centre's heritage and unique townscape character.
- d Enhance the positive feature of the River Somer.
- e Reduce the amount of traffic using the retail core of the High Street and improve the environment for pedestrians.
- f Improve routes and major entrances into the centre.
- g Improve access to green infrastructure including the proposed Town Park.
- h Improve linkage to Sustainable Transport Routes.
- i Improve the range of leisure and visitor attractions as part of the total town centre offer.

Somer Valley

4d

Radstock Town Centre



Role of the Centre

4.21 Radstock Town Centre provides a focus for the surrounding communities and villages with its local retail offer, job provision and community facilities. It is also an attractive place to visit with a unique mining heritage and rich rural environment sitting directly on National Cycle Route 24.

Assets

4.22 Particular strengths of the centre include:

- Rich heritage: The most significant element is the Radstock Conservation Area and its well preserved mining past. The Conservation Area is relatively extensive in order to incorporate the main coal-mining areas, buildings and associated features as well as areas of open landscape since they have a direct visual relationship with the core areas of historical interest and influence the character of the area. Particular assets include; the museum, historic buildings such as the Brunel Shed and other former railway routes. Victoria Hall, the key municipal building, reflects the height of Radstock's industrial past and continues in community use to this day.

- An outstanding natural environment within and around the town, boasting prominent hills and valleys, woodlands, rivers and streams, and important biodiversity. 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 the town.
- Linkages with the National and local cycle network.
- Diverse range of services and a varied retail offer.
- A strong, high quality education sector across the age ranges including Norton Radstock College.
- Existing and potential allotments provision which mirrors the traditional miner's cottage long-gardens and self-sufficient tradition.
- Strong network of established community groups.

Risks

4.23 The following issues are identified as key risks to achieving the ambitions for Radstock.

- The highway network whereby the town is situated at the meeting point of a number of busy roads, compromising pedestrian environment and severely compromising the creation of a strong sense of place in the centre.
- Potential flood risk.
- Limited development opportunity sites to achieve overall ambitions for the town.

◀DIAGRAM 17 RADSTOCK CENTRE

KEY

- The Policy Area
- Potential Areas for Change
- Key Community Landmarks
- Radstock Railway Land (Local Plan Allocation)
- ↔ Sustainable Transport/ Green Infrastructure

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Policy SV3

Radstock Town Centre Strategic Policy

The Strategy for the Somer Valley is to:

1 Key Regeneration Opportunities

- a Bring into use the under-used and vacant sites within the town centre (boundary defined on the Policies Map).
- b Enhance the public realm.

2 Scope and Scale of Change

Make provision for:

- a Residential development as part of mixed use schemes
- b Modern office space and community facilities.
- c A district heating network.

3 Placemaking Principles

- a Protect and enhance heritage assets: The built form should retain its historical and architectural value and development should attempt to integrate these features and carefully consider materials appropriate to the locality and building style.
- b Ensure that linkages to green spaces and sustainable transport routes are prioritised.
- c Protect and enhance areas of visual significance and views to open landscape, in light of their close relationship with the history of the town.

- d Protect and enhance the green infrastructure of the town centre associated with the river, particularly to help counterbalance the negative effect of traffic.
- e Establish greater provision for pedestrians and cyclists in the town centre including secured cycle parking facilities.
- f Secure a high quality of building design, townscape and public realm.
- g Improve connectivity between the core shopping area, community amenity areas including the library, Victoria Hall, Radstock Museum and key car parks.
- h Secure a more balanced mix of retail by supporting independent retailers (including those supporting cultural activities such as arts and crafts), leisure, tourist and commercial uses.

An outstanding natural environment within and around the town, boasting prominent hills and valleys, woodlands, rivers and streams

Infrastructure and Delivery

Infrastructure

4.24 The key infrastructure requirements for the Somer Valley as identified in the B&NES Infrastructure Delivery Programme (IDP) are summarised in Table 7, these are supplemented by District-wide infrastructure requirements. The IDP also contains a number of desirable infrastructure items (see paragraph 4.25). Infrastructure planning involves an ongoing process of dialogue and communication with infrastructure providers and as further evidence is developed and future funding is secured additional items may be added to the IDP or their status may be upgraded or altered.

4.25 In addition to the key infrastructure requirements, desirable infrastructure items that the Council will seek include:

- Smarter Choices Measures, which could include:
 - Travel Plans – new development to be required to contribute to improvements identified by School Travel Plans
 - Community Transport e.g. Ring and Ride services
 - Encouraging car sharing e.g. via car clubs
 - Working from Home
- Highway network improvements to Midsomer Norton & Radstock.
- Town centre public realm improvements in Midsomer Norton and Radstock.
- Improved Cycle links and Green Infrastructure.
- Proposed Town Park in Midsomer Norton.

Delivery

4.26 The main sources of public sector funding to help support the delivery of infrastructure and the strategy itself are as follows:

4.27

- West of England Partnership Single Conversation: West of England Delivery and infrastructure investment plan. Some £7.7 m of public investment by 2015 is included in the plan to enable the regeneration of brownfield sites in the town centres and to bring forward employment land in the Somer Valley area.
- The 'place based' public investment priority through the West of England Delivery and Infrastructure Plan is intended to offer benefits in terms of 'Improving local communities' in the Somer Valley area.
- 'Big Local Trust' Lottery fund for Radstock and Westfield: The local funding schemes will enable people to make their communities better places to live in, now and in the future.
- HCA Rural Masterplan Fund.

4.28 Delivery of the strategy and infrastructure required to support it will be facilitated by the planning framework summarised below:

- Planning Obligations SPD
- Placemaking Plan
- Community Infrastructure Levy
- Midsomer Norton Town Centre Economic Regeneration Delivery Plan which will form a basis for bids to national and sub-regional funds (for example the West of England Local Investment Plan) that may become available to support development and enable the Council to maximise the potential of its physical assets.
- Radstock and Westfield Economic Plan

4.29 The Council will work in partnership with adjoining authorities and the different landowners to ensure that the regeneration of the town centre is comprehensive and conforms to the future Masterplan to avoid further piecemeal development.



Table 7
Summary of Key Infrastructure in the Somer Valley

| IDP Ref | Key infrastructure item | Phasing | Cost | Funding & Delivery |
|---------------|---|--------------|---|--|
| MNRI.1 | Public Investment for Site preparation and planning including site specific infrastructure. | 2010-2015 | £7.7m | Homes & Communities Agency Funding through the West of England Single Conversation: West of England Delivery & Infrastructure Plan |
| MNRI.2 | Part of Greater Bristol Bus Network Major Scheme A37 Bristol to Midsomer Norton and Bath and Bath to Midsomer Norton and Radstock | 2006-2011/12 | £70m (at 2006 prices) for overall project | West of England Authorities, First Group, DfT. |
| MNRI.3 | Site Base infrastructure requirements for Old Mills II | 2010 onwards | Under investigation | HCA Rural Masterplanning fund - Investigative site infrastructure work being undertaken |



5 Rural Areas

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Picturesque
Cherished
Sensitive
Disparate
Diverse



Relaxing
Tranquil



Green
Character
Community

Enlivened
Networks



Rural



Agricultural
Local need

Setting the Agenda

Context

5.01 Set amongst high quality natural environments, the villages and hamlets of the rural areas of the District provide a peaceful environment in which to live and work. The economic character of the area is grounded in agriculture, which now works alongside other small rural businesses. The high quality landscape contributes to the quality of life of the District's residents, as well as attracting visitors and as a place for leisure and relaxation.

5.02 Large parts of the rural areas are designated as Green Belt, and much are within the Cotswolds or Mendip Hills AONBs. The rural areas complement the more urban parts of the District, and many rural residents look to these urban areas for a wider range of facilities and employment. The Management Plans for these AONBs also set out policies relating to the management of land within them.

5.03 The distinctiveness of different parts of the rural areas and the villages within them fall within broad character areas identified in Rural Landscapes of B&NES that reflect underlying geology and landscape form.

5.04 To the North and East of Bath is the Cotswolds Plateau and Valleys character area which includes part of the Cotswolds AONB and is within the Green Belt. The settlement pattern has evolved based on the form of the land and villages run along the valley sides. Included within this area are the villages of Bathampton and Batheaston, which are characterised by their strong relationship to Bath. Neighbouring Limpley Stoke Valley has similar characteristics and is also an important communication corridor with the railway, river, Kennet and Avon canal, the A4 and A36 and a number of public footpaths. This area includes the villages of Bathford and Freshford.

5.05 The four character areas to the North West of the District (the largest of which is the Dundry Plateau) are more isolated in character. Whitchurch is the largest village and lies close to the southern suburbs of Bristol.

5.06 The Avon Valley retains its historical role as a transport corridor. Formerly a transport corridor based on the river, it now contains the principal vehicular route (the A4) from Bristol to Bath, the Great Western main rail line and the country's first National Cycle route. Saltford is the main village in this character area and is visible from much of the surrounding area. Due to its position on the A4, Saltford has good vehicular access to Keynsham, Bath and Bristol. The area lies within the Green Belt, in which the village of Saltford is inset.

a peaceful environment in which to live and work

5.07 The Cam and Wellow Brook Valley area, located towards the South of the District, has a peaceful, tranquil quality. The villages in this area follow the valley floors, and the urban areas of Midsomer Norton and Radstock form an important element of this character area.

5.08 Surrounded by the Cam and Wellow Brook Valley area, the coal mining legacy is characteristic of the Paulton and Peasedown St John ridge. Key villages are Peasedown St John and Paulton which have received and been earmarked for large development in recent years. The A367 is a major feature in the landscape of this area and provides connectivity from Peasedown St John to Bath and to Midsomer Norton and Radstock.

5.09 In the central part of the District, the extensive plateau from Hinton Blewett to Newton St Loe includes the key villages of Clutton, Temple Cloud, High Littleton, Timsbury and Farmborough. The form of the villages in this area tends to be either centred around a village core (such as Clutton) or in linear form (such as Temple Cloud). Edge of settlement development during the post war period lacked the well-integrated characteristic of the original villages and has had a significant impact on views.

5.10 The Chew Valley is to the West of the District, and has strong links to Bristol. Key villages are Chew Magna, Chew Stoke and Pensford which are washed over by the Green Belt. These Green Belt villages are at the junctions to several routes providing good access to Bristol in particular. Chew Magna acts as a local service hub to the surrounding villages and hosts a range of facilities. The village of Bishop Sutton is not within the Green Belt and is less constrained than the other key villages in this character area.

5.11 The remaining six character areas towards the South West and South East boundaries of the District are characterised by small settlements, including farms, hamlets and small villages, dotted throughout the countryside. The landscape is primarily open and is dominated by agriculture.

Strategic Issues

5.12 Although rural Bath & North East Somerset is made up of a wide variety of settlements with locally distinctive character, there are a number of strategic issues (both challenges and opportunities) that are common across most of the rural area:

- Lack of affordable housing to meet local needs may impact on the social sustainability of the rural areas and exacerbate difficulties for an ageing population.
- For much of the rural area poor access to public transport affects the functionality of the rural economy and leads to isolation for those without access to private transport.
- Access to facilities, services and shops.
- Reliance of the rural economy based on farming, the self employed and small businesses that require support to flourish.
- The urgent need to provide reliable broadband, with adequately fast access speed, to every home and business.
- Potential opportunities to diversify the rural economy e.g. centred around local food production or renewable energy.

Vision and Policy Framework

The Vision for the Rural Areas

The District's rich and diverse countryside will be maintained. Locally identified needs will be met whilst maintaining the individual character of villages. The rural economy will evolve and new types of jobs and ways of working will provide more locally based employment opportunities. The potential for the rural area to play an important role in local food production will be encouraged. Community involvement will help facilitate improvement in the provision of community facilities and public transport.

Policy Framework

5.13 In line with a national policy of restraint there will only be limited development in the rural areas to address the issues identified above. The Core Strategy directs appropriate levels of housing and employment development to the most sustainable villages where there is development capacity. Outside these villages development is more restricted. However, the need for local affordable housing and employment can also be met mainly through the exceptions policy and Local Plan rural diversification Policy ET.8. Community facilities and shops are generally acceptable within villages. This approach provides for the development of around 1,120 homes and 500 jobs in the rural areas, including an additional 250 dwellings over existing commitments during the plan period.

5.14 This strategy is complemented by additional locally supported development under the Community 'Right to Build' initiative.

5.15 Any development should be appropriate in scale and character to its location and in accordance with national policy, best practice guidance and the core policies set out in section 6. The Council will support measures and interventions which will improve the levels of access within, and to and from the rural areas.

5.16 The Core Strategy policy framework for some of the villages in the south of the District includes policies in both the Somer Valley section and the Rural Areas section.

NORTH SOMERSET

SOUTH GLOUCESTERSHIRE

BRISTOL

KEYNSHAM

WILTSHIRE

Blagdon Lake

Chew Valley Lake

BATH


SOMER VALLEY

Peasedown St John

MENDIP

DIAGRAM 18 RURAL VILLAGES

KEY

 Green Belt

 Built Up Areas

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Meeting local need for housing and employment

5.17 There are a number of villages where:

- access to facilities and public transport is best
- there is capacity for development

These villages are to be the focus for new small scale development under Policy RA1.

Housing

5.19 In accordance with the Spatial Strategy for the Somer Valley (Policy SV1) Paulton and Peasedown St John are not considered under the rural areas strategy but within the Somer Valley.

5.20 Policy RA1 should be considered alongside Core Policy CP8 Green Belt. Given the overall level of housing required during the plan period and the spatial strategy for meeting this requirement it is not considered that exceptional circumstances exist to warrant changing the inset boundaries at the villages excluded from the Green Belt that meet the criteria of Policy RA1. However, there may be opportunities to deliver some housing within the housing development boundary in these villages excluded from the Green Belt (insets). Therefore, in accordance with the NPPF proposals for development in the Green Belt will not be acceptable unless very special circumstances for development can be demonstrated.

5.21 The strategy for the rural areas therefore is to enable housing developments of around 50 dwellings at each of the villages which meet the criteria of Policy RA1. The allocation of sites will be considered in more detail through the Placemaking Plan in conjunction with Parish Councils as the locally elected representatives of their communities. The Housing Development Boundaries shown on the Policies Map (saved from the existing Local Plan) will be reviewed as part of the Placemaking Plan to incorporate the sites identified and /or enable new sites to come forward. Sites identified in adopted Neighbourhood Plans that adjoin the housing development boundary of villages meeting the criteria of Policy RA1 will also be appropriate and these may come forward for inclusion as a part of the Placemaking Plan or subsequent to it.

5.22 To complement this approach, some limited residential development of around 10-15 dwellings will be allowed in those villages not meeting the criteria and located outside the Green Belt. Such development will only be permitted within the housing development boundary defined on the Policies Map (see Policy RA2). In those villages washed over by the Green Belt development proposals will be considered in the context of national policy set out in the NPPF. In addition the rural exceptions site Policy RA4 will provide the opportunity for affordable housing based on local needs.

5.23 A range of different types and sizes of housing is needed across the rural area. In many villages smaller dwellings are required in order to meet the needs of young people and older people wishing to down size. Core Policy CP9 seeks to ensure that housing development proposals meet needs arising from local demographic circumstances.

Employment

5.24 Where local need is identified, small scale employment developments will be appropriate at the identified villages (see Policy RA1). The section on rural economic development expands on appropriate development of employment uses beyond identified villages.

5.25 In villages washed over by the Green Belt with a housing development boundary as defined on the Policies Map proposals for residential and employment development will be determined in accordance with national policy set out in the NPPF.

Some small scale housing and employment development for the most sustainable villages

Policy RA1

Development in the villages meeting the listed criteria

At the villages located outside the Green Belt or excluded from 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 provided the proposal is in accordance with the spatial strategy for the District set out under Policy DW1 and the village has:

- a at least 3 of the following key facilities within the village: post office, school, community meeting place and convenience shop, and
- b at least a daily Monday-Saturday public transport service to main centres,

At the villages outside the Green Belt which meet these criteria, development sites will also be identified in the Placemaking Plan and the housing development boundary will be reviewed accordingly to enable delivery during the Plan period of the 1,120 dwellings identified on the Key Diagram. Residential development on sites outside the Green Belt adjoining the housing development boundary at these villages will be acceptable if identified in an adopted Neighbourhood Plan.

Proposals at 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.

Policy RA2

Development in villages outside the Green Belt not meeting Policy RA1 criteria

In villages outside the Green Belt with a housing development boundary defined on the Policies Map and not meeting the criteria of Policy RA1 proposals for some limited residential development and employment development will be acceptable where:

- a they are of a scale, character and appearance appropriate to the village
- b in the case of residential development they lie within the housing development boundary
- c in the case of employment development they lie within or adjoining the housing development boundary

At the villages which meet the above criteria, residential development sites may also need to be identified in the Placemaking Plan and the housing development boundary reviewed accordingly to enable delivery of 1,120 dwellings identified on the Key Diagram. Limited residential development on sites adjoining the housing development boundary at these villages will be acceptable if identified in an adopted Neighbourhood Plan.

Community facilities

5.26 Rural shops and community services are critical to the sustainable functioning of the rural areas and should be supported. This is the case across all villages and not just those identified as currently meeting the criteria of Policy RA1. There are a number of villages that play an important role in providing services and facilities for their residents and sometimes surrounding communities. It is vital that these facilities are maintained and enhanced wherever possible. Existing village shops will be supported with a presumption for retaining them in community use. Proposals for new shops and facilities that benefit the community will be supported through partnership working.

5.27 Main centres both within and adjoining the District will continue to fulfil needs for comparison retail, a wider range of facilities, community leisure and cultural activities.

Policy RA3 Community Facilities and shops

Proposals for the development of community facilities or shops will be acceptable within and adjoining all villages, provided that they are of a scale and character appropriate to the village and meet the needs of the parish and adjoining parishes.



Rural affordable housing

Meeting local needs for affordable housing locally

5.28 The core policy on affordable housing outlines the percentage the Council is aiming for on affordable housing and the site thresholds to which they apply across the District.

5.29 This policy will apply to all market housing developments across the District. Villages which meet the criteria of Policy RA1 will benefit from this policy and sites will be allocated through the Placemaking Plan. Beyond this, local need for affordable housing across the rural areas will be primarily met through the rural exceptions policy. If there are rural buildings which are no longer required for local food production, there may also be opportunities to convert them to affordable housing under the Government's emerging proposals for the 'home on the farm' scheme. Any development proposals coming forward under the Community Right to Build are to be considered separately from the rural exceptions policy.

Rural Exceptions Sites

5.30 The rural exceptions policy allows the release of land that would not normally be used for housing for development of 100% affordable housing, on small sites and where there is a demonstrated local need. Robust housing needs surveys will be required to demonstrate this local need.

5.31 Sites should be identified through a sequential approach which includes assessment of the economic, social and environmental impacts. Development should be appropriate in scale and character to its surroundings.

5.32 It is the expectation that Parish Councils will lead this process with support from the Council and its partners.

5.33 Occupancy of the development should remain for people with local connections to the parish in perpetuity. This includes residents of the parish or group of parishes, individuals with strong local links such as those having family in the parish or parishes, or who have lived there for a significant period or are employed in the area. Prioritisation of local connections will be agreed within individual S106 agreements and in accordance with housing letting guidance.

5.34 In cases where the site identified through the sequential approach is financially unviable, a small proportion of market housing will be appropriate only where it can be demonstrated that the market housing is required to subsidise the affordable element. It is imperative that the majority of the scheme is affordable and that the market units are only justifiable if they facilitate the delivery of the affordable units. Developers will be required to provide a simple viability study which the Council can assess in order to establish if and how much market housing is needed.

Policy RA4

Rural Exceptions Sites

As an exception to other policies of the Development Plan, residential development of 100% affordable housing will be permitted provided that:

- a it meets a demonstrated local need for affordable housing
- b the housing remains affordable in perpetuity
- c occupancy of the affordable housing would remain, as a first priority, for those with demonstrated local connections
- d the development is in scale and keeping with the form and character of its location
- e the development is well related to community services and facilities

A small proportion of market housing will be appropriate only where it can be demonstrated that the market housing is essential to cross-subsidise the affordable housing and that the site would be unviable without this cross-subsidy.

Rural economy

5.35 The rural areas are economically productive and make an important contribution to the overall economy of the District. The rural economy must be enhanced and sustained. Agriculture remains important and a variety of small business including the self-employed are also vital to the rural areas economic future. Rural tourism also provides significant economic benefits and, where appropriate, both visitor accommodation and new visitor facilities should be encouraged.

5.36 With regard to agriculture it is predicted that agricultural production for local markets will become increasingly important as energy prices rise and globalised food supplies are disrupted by changing weather patterns. Farming in the rural areas will have an important role to play in supporting food security and as such, local farm shops, local food production and small scale farm developments will be supported. Therefore, conversion or replacement of currently underused agricultural buildings should only take place if it can be demonstrated that these buildings are not required for local food production purposes. There are also likely to be increasing employment opportunities arising through the growing renewable energy sector such as biomass, wind and hydro.

5.37 Whilst economic development that supports the sustainability of the rural areas will be encouraged it is also important that the right balance is struck between protecting the high quality environment and allowing flexibility for some growth to allow for small businesses to develop.

5.38 In the villages which meet the Policy RA1 criteria small scale employment development may be appropriate and potential site allocations will be considered through the Placemaking Plan. In order to ensure the on-going economic sustainability of the rural areas as a whole, creation of new and retention of existing small businesses will be encouraged. This can be assisted through the re-use and conversion of redundant or underused agricultural buildings (where they are not needed for agriculture) and such uses will therefore, be considered in the first instance. There may also be opportunities to convert such buildings to tourism uses that will boost the local economy. Improvements to broadband provision will be key in helping small businesses and the self-employed (including many that work from home) to flourish.

5.39 In some circumstances, where business use of a redundant agricultural building is unviable conversion to a residential use may be appropriate if the building is well connected to a village, services or public transport networks.

5.40 In considering the conversion or re-use of redundant agricultural buildings care must be taken to ensure that such development does not harm bats or their roosts, as required under the Conservation of Habitats and Species Regulations 2010. In the case of the re-use of historic agricultural buildings the proposal should not threaten the historic asset.

5.41 Proposals for the re-use of rural buildings will be considered against the provisions of national policy and Local Plan Policy ET.9.

5.42 Within the Green Belt, the major existing developed sites as identified in the Local Plan will continue to be considered appropriate for infill or redevelopment for business uses in line with the existing Local Plan policy (see also para 6.64A).



Development at Whitchurch

5.42a Whitchurch meets the criteria of Policy RA1. In accordance with Policy RA1 development of around 50 dwellings can come forward on land at Sleep Lane already removed from the Green Belt in the Adopted Bath & North East Somerset Local Plan and safeguarded for development beyond 2011. In order to meet the need for additional development within the District during the Plan period and given the village's close proximity and accessibility by sustainable means of transport to the employment, services and facilities in Bristol, land is removed from the Green Belt to provide for further housing at Whitchurch. Through Policy RA5 land is allocated for development of around 200 dwellings and a revised detailed Green Belt boundary is defined. Policy RA5 also outlines the place-making principles to be met in delivering development. The place-making principles are also indicated on a concept diagram. National planning policy makes it clear that when altering Green Belt boundaries consideration should be given as to whether land needs to be safeguarded land to meet longer term development needs. Given the close relationship of the village with Bristol the need for and scope to identify safeguarded land will be considered as part of the Core Strategy review.

Policy RA5 Land at Whitchurch Strategic Site Allocation

Land is removed from the Green Belt as shown on the **Key Diagram and Policies Map** and allocated for residential development and associated infrastructure during the Plan period.

The requirements that need to be met to enable development are set out in the Placemaking Principles, Core Policies and indicated on the Concept Diagram. The Placemaking Principles, being site specific, take priority over the Core Policies.

Placemaking Principles:

- 1 Residential led development (to include 40% affordable housing) of around **200 dwellings**, in the plan period. The site should be developed at an average density of 35-40dph.
- 2 Preparation of a comprehensive **Masterplan**, through public consultation, and to be agreed by the Council, reflecting best practice as embodied in 'By Design' (or successor guidance), ensuring that it is well integrated with the existing village and provides links to south Bristol.
- 3 Provision of **Green infrastructure** including multifunctional green space (formal, natural and allotments); well integrated Sustainable Urban Drainage Systems and habitat, pedestrian and cycle connectivity within the site and to the surrounding area. To include a multi-functional Green Infrastructure corridor as indicated on the **Concept Diagram**.
- 4 New **Public Rights of Way** should be provided to enhance public access within the site and to the surrounding area. This should include a new north-south access across the site to enable a connection between the north of the site (Priests path) and Queen Charlton Lane.
- 5 A **Landscape and Ecological Mitigation Strategy and Management Scheme** is required to ensure satisfactory compensation, mitigation and protection and to inform site master planning, to include:
 - Provision for bat foraging/ecological corridor enhancement
 - Retention, enhancement and management of linear planting features
 - Retention and protection of existing trees and significant hedgerows by inclusion within public open space, as shown on the Concept Diagram other than as required for access across the site in accordance with the agreed Masterplan
 - Provision of additional planting to provide visual screening and to maintain the wooded appearance of the site

Policy RA5

Land at Whitchurch

Strategic Site Allocation *Continued*

- Retention of existing ponds, as indicated on the Concept Diagram
- Use of new tree planting as a framework throughout the proposed development, with sufficient set back to allow growth of trees
- Retention of species rich grassland, as shown on the Concept Diagram
- Minimise harm and provide enhancements to important landscape features and significant views, including:
 - Queen Charlton Conservation Area and its setting
 - Maes Knoll Scheduled Monument and its setting
 - the character of the open plateau landscape leading towards the Chew Valley

6 Development should ensure the conservation of the significance of affected heritage assets. As part of the Masterplan, the following should be addressed:

- Limit the height and density of development to avoid and minimise harm to Queen Charlton Conservation Area
- Limit development height and density in more prominent areas, such as higher ground and development edges, in order to avoid the development breaking the skyline in wider views from the east
- Detailed archaeological assessment should inform the Masterplan

7 **Transport** requirements are to:

- Provide vehicular access, and junction enhancement, to facilitate principal access to the site from Staunton Lane and Sleep Lane (linking to the new roundabout).
- Ensure the integration of this area into neighbouring developments, to provide more direct access to local facilities and services, and to encourage walking and cycling. The Masterplan will need to ensure development interconnects with Whitchurch village including enhanced safe and attractive pedestrian and cycle routes to the Local Centre and bus stops on the A37. A connection from the new site to National Cycle Route 3 should be facilitated.
- Provide links to existing bus routes and contribute towards improved local bus services and other local highway improvements (in both B&NES and Bristol), including Queen Charlton Lane.

8 Contributions will be required to facilitate the expansion of Whitchurch Primary School to accommodate the additional pupils generated from the development and to fund enlargement of the school site or the provision of a new playing field in a suitable location close to the school, to accommodate the additional building. A new Early Years facility will also need to be provided on site or nearby.

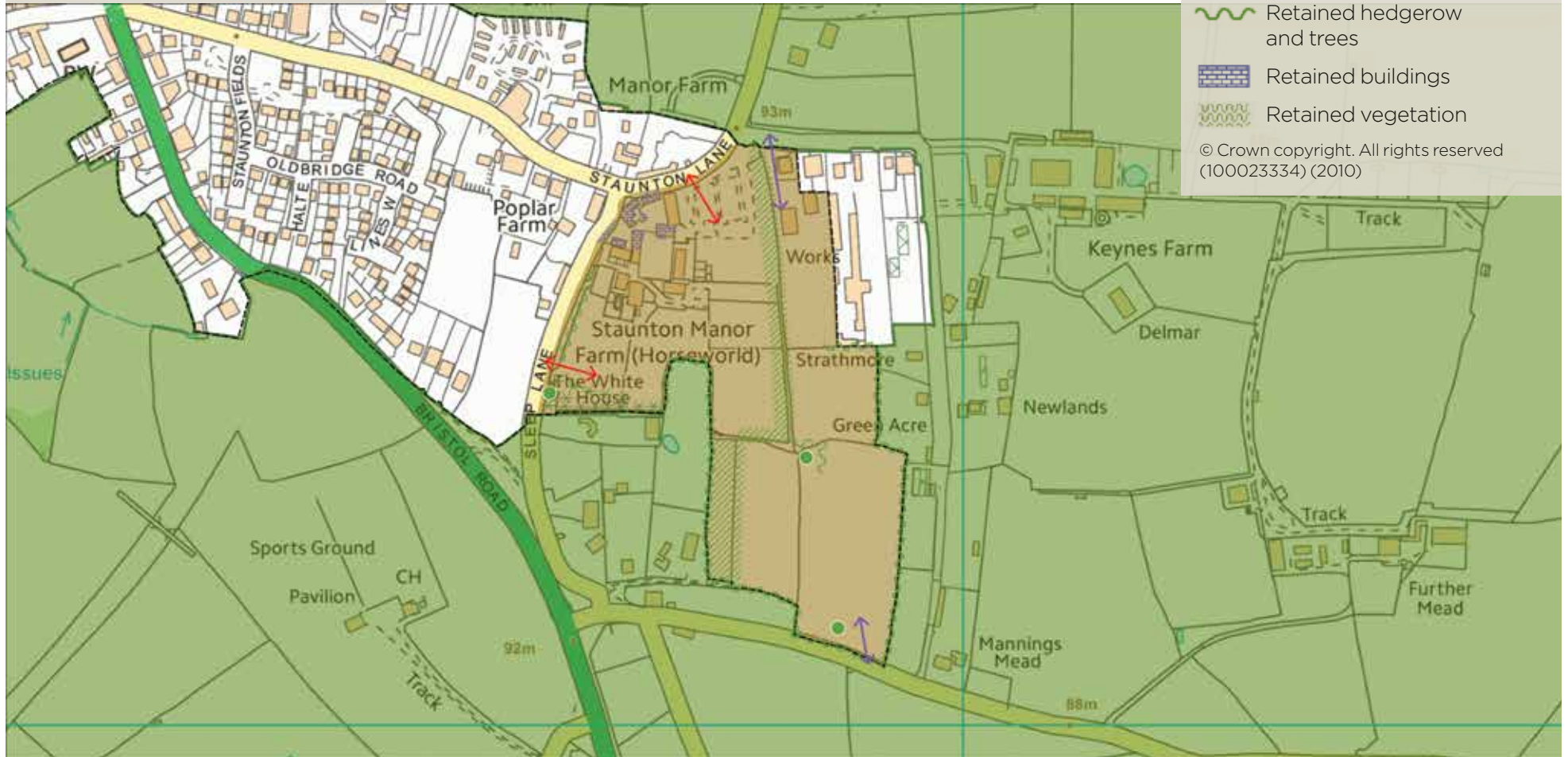
Rural shops and community services are critical to the sustainable functioning of the rural areas

CONCEPT DIAGRAM
FOR LAND AT
WHITCHURCH
STRATEGIC SITE
ALLOCATION

KEY

-  Green Belt
-  Strategic Site Allocation
-  Housing Development Boundary
-  Pedestrian and cycle link
-  Primary vehicle access
-  Additional Green Infrastructure
-  Retained trees or ponds
-  Retained hedgerow and trees
-  Retained buildings
-  Retained vegetation

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Rural Areas

5c

Infrastructure and Delivery

Infrastructure

5.43 Key transport infrastructure improvements that support delivery of the strategy include the Greater Bristol Bus Network major scheme which has improved two of the bus routes serving the rural areas.

5.44 Land identified in the Local Plan at Whitchurch and Temple Cloud/Clutton for the purposes of potential village bypasses will remain safeguarded. These schemes will be reviewed through the Placemaking Plan.

5.45 Whilst information on broadband infrastructure is currently limited, this is a recognised knowledge gap. Work is underway in the Council to assess existing broadband network capacity however delivery of improvements is reliant upon service providers.

Delivery

5.46 Parish Councils will have a key role in identifying sites for development through the Placemaking Plan. Parish Planning will also continue to contribute to the evidence base to demonstrate community priorities, as well as to mechanisms for delivery. This will allow the community to influence the benefits of new development in their locality.

5.47 The rural exceptions policy will function through partnership working between the Parish Councils, the Council's housing department and Registered Social Landlords.

5.48 Partnership working between the Council, parishes, other agencies and the voluntary sector will continue to assist with managing issues of accessibility between home, work and leisure, and with issues of access to rural services in particular. Examples include schemes such as Dial-a-Ride, 'the Galleries' shop and café in Freshford and the rural outreach hub in Chew Magna.

5.49 Private developers will play an important role in bringing forward and developing small scale housing developments in villages which meet the RA1 criteria and to the delivery of employment sites.

Core Policies

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Landscapes
Movement
Efficiency

Homes
Infrastructure
Habitats
Enhance
Design
Character
Architecture
Energy
Public Realm
Shopping
Biodiversity
Environment

Introduction

6.01 The spatial strategies set out in the place based sections cover the different areas of the District. There are also a number of generic issues which need to be addressed through District-wide policies in order to implement the vision and spatial objectives. As well as providing the long term policy framework for the District, they will support the delivery of development and corporate actions, and they will guide the content of other policies in the Local Development Framework such as the Placemaking Plan. After each of the core policies the main planning mechanisms by which the Council will seek to deliver the policy are set out. The delivery section is not part of the relevant core policy.

6.02 The core policies and the place specific policies are complementary so it is important that the policy framework is read as a whole. The core policies set out below do not replicate existing national policy.

Sustainability Principles

6.02a Central to national planning policy is the presumption in favour of sustainable development. The Council is committed to help achieve sustainable development and will give favourable consideration to proposals which will contribute towards delivering a strong, flexible and sustainable economy; the protection and enhancement of our natural, built and historic environment, the prudent use of natural resources and which mitigate and adapt to climate change; and which support strong, vibrant and healthy communities. This approach is embodied in Policy SD1 and is reflected in all policies in the Core Strategy and planning decisions made by the Council.

Policy SD1

Presumption in favour of sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Core Strategy (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

The retrofitting of existing buildings... will also make a significant contribution to carbon emission reduction targets

Responding to Climate Change

Reducing the area's CO2 emissions

6.03 Bath and North East Somerset's Sustainable Community Strategy (SCS) identifies climate change as the first of its six key themes. Climate change is also a cross cutting objective of the Core Strategy. In the context of national targets the SCS commits the Council to providing leadership for a reduction of the area's CO2 emissions by 45% by 2029 from 1990 levels.

6.04 The CO2 reductions should be achieved by application of the following energy hierarchy:

- Reduce use of energy and use energy more efficiently
- Promote energy from renewable and low carbon sources

Retrofitting Existing Buildings

6.05 Retrofitting involves incorporating measures in existing buildings to reduce the demand for energy and resources. For example by reducing the amount of heat lost through the roof, walls and windows and introducing technologies to generate renewable energy on site. Some measures are permitted development but others require planning permission, listed building or other consents. Policy CP1 sets out the approach to retrofitting for all existing buildings, including historic buildings. Historic buildings include those of solid wall or traditional construction.

6.06 The UK has agreed to make an 80% carbon emission reduction by 2050 (based on 1990 levels). As 41% of Bath & North East Somerset's carbon emissions come from domestic properties and 34% from commercial premises (DEFRA, 2007) improving the energy efficiency of existing buildings is a priority particularly for those vulnerable households in, or at risk of, fuel poverty.

6.07 The retrofitting of existing buildings could create local jobs in the low carbon economy, ensure our existing building stock remains affordable in terms of energy use and will also make a significant contribution to carbon emission reduction targets included within the Sustainable Community Strategy.

6.08 Given the quality of the historic environment in the District and the high number of listed buildings, Conservation Areas and the World Heritage Site designation for Bath a SPD on sustainable construction and retrofitting is being prepared to provide guidance on sensitively retrofitting our historic building stock. Proposals for retrofitting historic buildings should also ensure that the integrity of European wildlife sites and species is not compromised.

Policy CP1 Retrofitting existing buildings

Retrofitting measures to existing buildings to improve their energy efficiency and adaptability to climate change and the appropriate incorporation of micro-renewables will be encouraged.

Priority will be given to facilitating carbon reduction through retrofitting at whole street or neighbourhood scales to reduce costs, improve viability and support coordinated programmes of improvement.

Masterplanning and 'major development' (as defined in the Town & Country Planning (Development Management Procedure (England) Order 2010) in the District should demonstrate that opportunities for the retention and retrofitting of existing buildings within the site have been included within the scheme. All schemes should consider retrofitting opportunities as part of their design brief and measures to support this will be introduced.

Retrofitting Historic Buildings

The Council will seek to encourage and enable the sensitive retrofitting of energy efficiency measures and the appropriate use of micro-renewables in historic buildings (including listed buildings and buildings of solid wall or traditional construction) and in conservation areas, whilst safeguarding the special characteristics of these heritage assets for the future. Proposals will be considered against national planning policy.

The policy will be supported by the Council's Sustainable Construction and Retrofitting Supplementary Planning Document.

Delivery

- 1 Retrofitting will be encouraged through a range of mechanisms under the influence of the Council and its partners, including via Planning Services, information and advice services, community enabling and support projects and Housing Services*
- 2 This policy will provide a basis for Development Management and will be supported by the Sustainable Construction and Retrofitting Supplementary Planning Document. The Sustainable Construction Checklist will be updated to include a section on sustainable refurbishment to raise awareness of the measures recommended in retrofitting existing buildings*
- 3 Specific opportunities and principles that should be considered at the masterplanning stage will be identified in the Placemaking Plan and potentially in the any future site specific SPD where existing buildings are present.*
- 4 Signposting of retrofitting information including Government financial initiatives and schemes, public awareness and demonstration events will also be provided by the Council.*

Sustainable Construction

6.10 The UK Government has set a timetable for tightening carbon standards in building regulations to achieve zero carbon residential buildings by 2016 and it is the intention for non-residential buildings to be zero carbon by 2019.

Core Strategy Policy: Renewable Energy Targets

6.16 The UK Renewable Energy Strategy sets out to achieve 15% of energy to be generated from renewable sources by 2020, comprising 30% of electricity and 12% of heat. In 2007, the District's electricity supply from renewable sources was only approximately 0.06 MWe (Regen SW, 2010), which is less than 0.1%.

6.17 In order to assist identifying the potential for supply and demand for renewable and low carbon energy and the impacts this might have on environmental and heritage assets in Bath and North East Somerset, the Council commissioned 'Renewable Energy Research and Planning' (June 2009) and a Research Update (Nov 2010). This Renewable Energy Research is available as a snapshot to assist in considering possible proposals and may be updated by the Council as technologies develop.

Policy CP2 Sustainable construction

Sustainable design and construction will be integral to new development in Bath & North East Somerset. All planning applications should include evidence that the standards below will be addressed:

- Maximising energy efficiency and integrating the use of renewable and low-carbon energy (i.e. in the form of an energy strategy with reference to Policy CP4 as necessary);
- Minimisation of waste and maximising of recycling of any waste generated during construction and in operation;
- Conserving water resources and minimising vulnerability to flooding;
- Efficiency in materials use, including the type, life cycle and source of materials to be used;
- Flexibility and adaptability, allowing future modification of use or layout, facilitating future refurbishment and retrofitting;
- Consideration of climate change adaptation.

Applications for all development will need to be accompanied by a B&NES Sustainable Construction Checklist.

Delivery

- 1 This policy will provide a basis for Development Management.
- 2 The Sustainable Construction Checklist and Sustainability Statements will be used to assess the approach taken to sustainable construction in planning applications.
- 3 The Council will need to establish potential for flexible mechanisms such as "allowable solutions" for zero carbon development once the parameters are clarified, which will facilitate the use of the Community Energy Fund (or similar) and developer contributions.

6.18 Policy CP3 of the Core Strategy seeks to achieve an increase in the level of renewable energy generation in the District. These will be monitored and adjusted as technologies and initiatives improve. Whilst these targets are challenging, recent national commitments such as expansion of permitted development rights and financial incentives such as 'Feed in Tariff' and 'the Green Deal', should accelerate energy provision from renewable low carbon sources. These standards may be revised and updated through the Core Strategy review as sustainability methodologies, technologies and initiatives develop.

Policy CP3 Renewable energy

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

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

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

- a potential social and economic benefits including local job creation opportunities
- b contribution to significant community benefits
- c the need for secure and reliable energy generation capacity
- d environmental impact (see Policy CP6)

Delivery

- 1 *Renewable Energy schemes will be encouraged through a range of mechanisms under the influence of the Council and its partners, including via Planning Services, information and advice services, community enabling and support projects.*
- 2 *Delivery will be through the Development Management process. The Sustainable Construction Checklist and Design & Access Statements will be used to assess the approach taken to renewable energy in planning applications.*
- 3 *Also crucial to effective delivery will be working in partnership with key stakeholders such as local communities, businesses, Parish Councils and amenity groups.*
- 4 *Signposting of renewable energy information including public awareness events can also be provided on the website with links to relevant service areas.*
- 5 *The Council may establish "allowable solutions" for zero carbon development to facilitate the use of the Community Energy Fund and developer contributions once the parameters are clarified by national government.*

District Heating

6.19 District heating schemes deliver heating and hot water to multiple buildings from a local plant. A heat network of insulated pipes buried underground is required to distribute the heat generated; these can often be installed at the same time as the other services when a site is being developed and can also be retrofitted to existing buildings.

6.20 District heating can be combined with electricity production in combined heat and power (CHP) or in combined cooling, heat and power (CCHP). This is an efficient form of decentralised energy supply providing heat and electricity at the same time. Currently the overall fuel efficiency of CHP was around 70-90% of the fuel input, depending on heat load; much better than most power stations which are only around 40-50% efficient.

6.21 It is possible to vary the energy source to fuel district heating depending on cost and availability so the energy source can be changed over time; potential fuel sources include conventional fuels, biomass, and waste and other renewables. The West of England Joint Waste Core Strategy provides a policy framework for energy recovery from waste.

6.22 The B&NES Renewable Energy Research and Planning (June 2009) and a Research Update (Nov 2010) assessed the potential for CHP in the District (utilising biomass and energy from waste). Biomass CHP is identified as a key contributor towards meeting the electricity and heat demand from development. The Council's District Heat Feasibility Study (2010) has provided more detailed local evidence to support this policy approach. In the District heat priority areas shown in Diagram 19 and identified through the Heat Feasibility Study development will be expected to incorporate and connect to district heating infrastructure.

6.23 District Heating (including CHP/CCHP) is currently one of the most low cost ways to meet zero carbon, particularly on brownfield sites where the efficiency/appropriateness of other technologies may be constrained.

6.24 Consideration of issues such as below ground archaeology and vaults particularly within central Bath have been a key consideration in considering this approach and in the research undertaken and the implementation of District Heating would need to mitigate any negative impacts. Any impact of this policy on the viability of schemes will be given careful consideration.

**Sustainable design
and construction
will be integral
to new development**

Policy CP4

District heating

The use of combined heat and power (CHP), and/or combined cooling, heat and power (CCHP) and district heating will be encouraged. Within the three identified “district heating priority areas”, shown on Diagram 19 (Bath Central, Bath Riverside and Keynsham High Street), development will be expected to incorporate infrastructure for district heating, and will be expected to connect to existing systems where and when this is available, unless demonstrated that this would render development unviable.

Within the remaining 12 “district heating opportunity areas” shown on Diagram 19, (Radstock, Midsomer Norton, Paulton, Bath Spa University, Twerton, Kingsway, Bathwick, Moorfields, Odd Down, Lansdown, RUH & Keynsham Somerdale), development will be encouraged to incorporate infrastructure for district heating, and will be expected to connect to any existing suitable systems (including systems that will be in place at the time of construction), unless it is demonstrated that this would render development unviable.

Masterplanning and major development in the District should demonstrate a thermal masterplanning approach considering efficiency/opportunity issues such as mix of uses, anchor loads, density and heat load profiles to maximise opportunities for the use of district heating.

Where a district heating scheme is proposed as part of a major development the Council will expect the scheme to demonstrate that the proposed heating and cooling systems (CHP/CCHP) have been selected considering the heat hierarchy in line with the following order of preference:

- 1 Connection with existing CHP/CCHP distribution networks
- 2 Site wide CHP/CCHP fed by renewables
- 3 Communal CHP/CCHP fuelled by renewable energy sources
- 4 Gas fired CHP/CCHP

Delivery

- 1 *This policy will provide a basis for Development Management to support the principle of CHP, CCHP and District Heating included in planning applications*
- 2 *Planning Applications within the DHPAs will need to demonstrate how they are incorporating district heating and to justify any alternative approach.*
- 3 *Planning Obligations or a Community Infrastructure Levy (CIL) may be able to be used to contribute towards the delivery of the delivery of strategic district heating infrastructure.*
- 4 *Further opportunities for interventions that will increase commercial viability of district heating are identified in the B&NES District Heating Feasibility Study and will include actions that the Council and the Private Sector can initiate.*

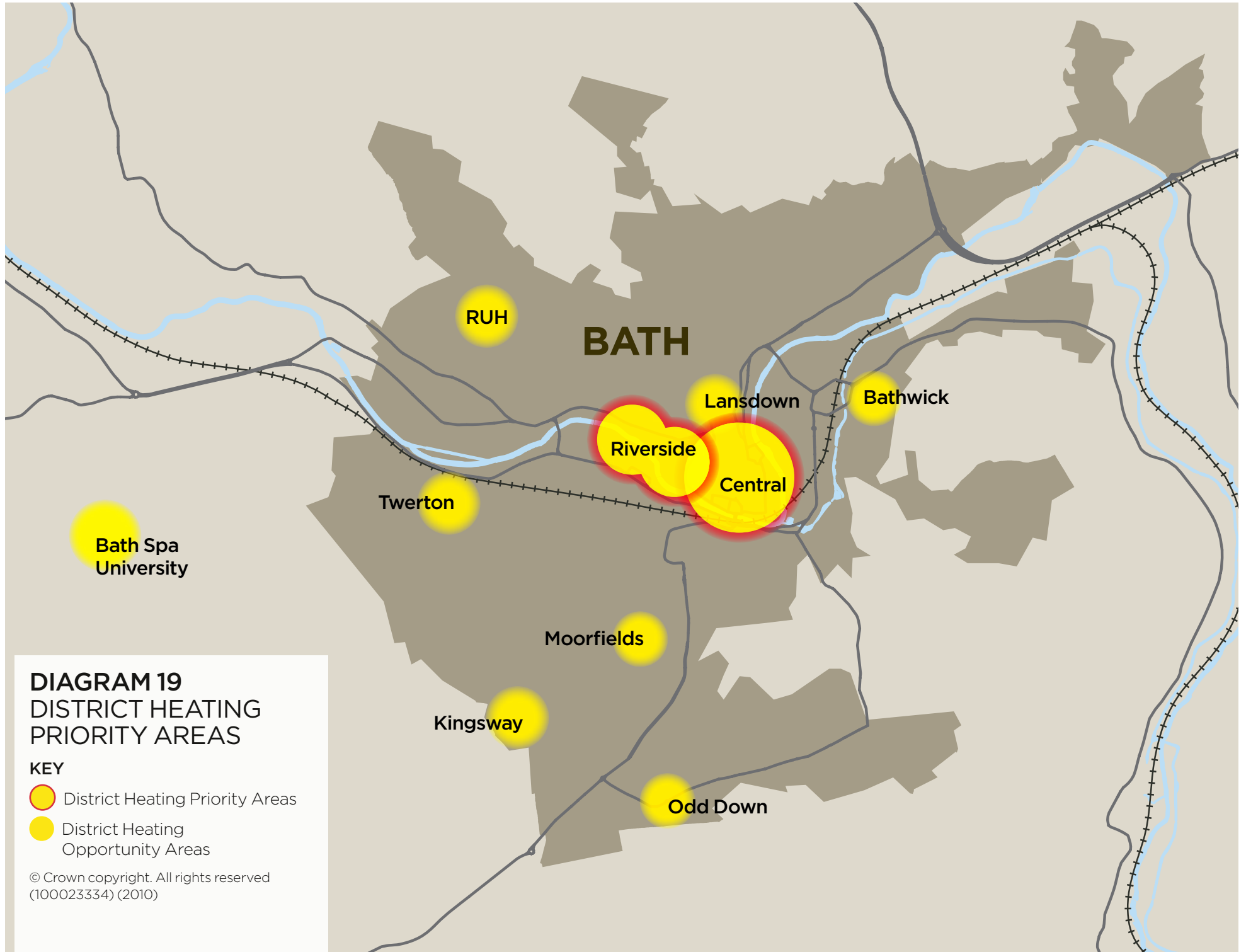


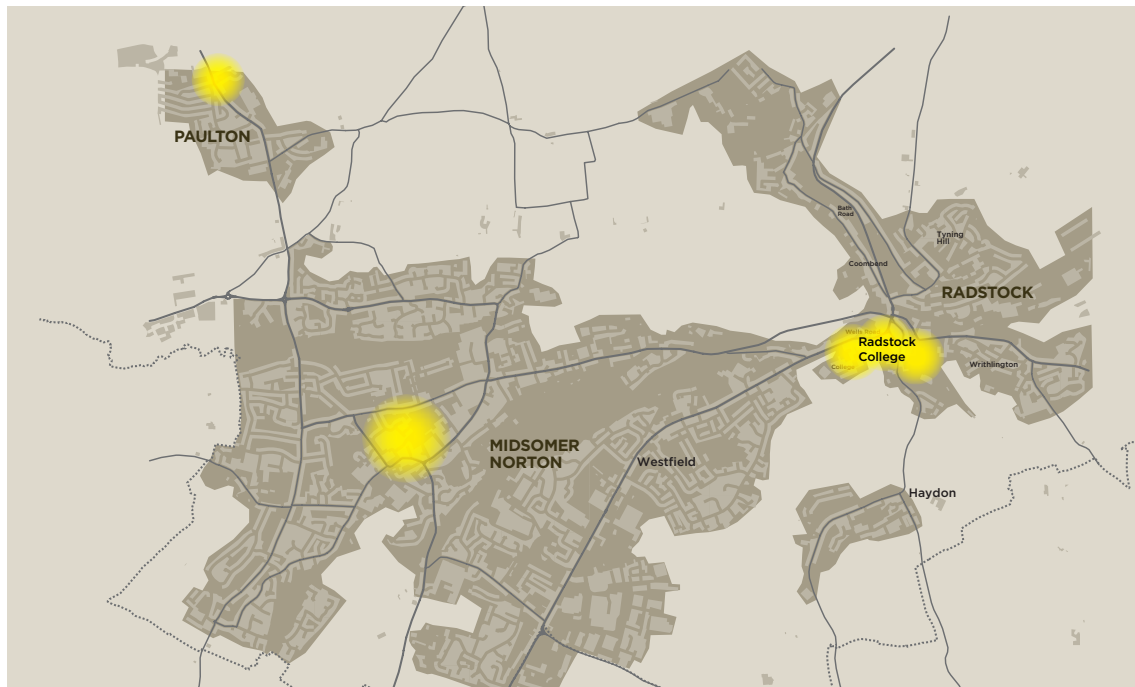
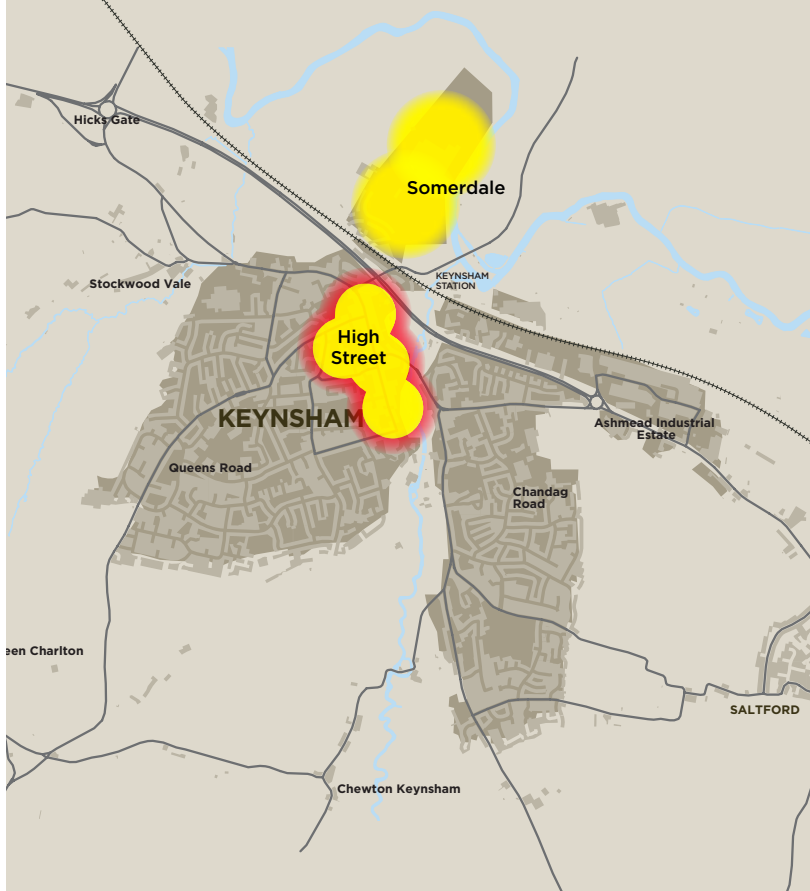


DIAGRAM 19 DISTRICT HEATING PRIORITY AREAS

KEY

-  District Heating Priority Areas
-  District Heating Opportunity Areas

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Flood Risk Management

6.25 The dominant flood risk affecting the District is flooding from Main Rivers. The principal rivers being the Lower Avon, River Chew, Cam Brook and Wellow Brook. The District also contains areas that are prone to flooding from a range of other local sources including, ordinary watercourses, surface water, and groundwater, as well as risks from artificial sources such as sewers, canals and reservoirs. Climate change impacts may increase the severity and frequency of storms and therefore contribute to more frequent flooding throughout the District in the future.

6.26 NPPF requires that new development is located in sustainable locations, at the least risk of flooding, taking into account vulnerability to flooding. Appropriate mitigation should be provided where necessary to ensure that development remains safe, resilient to the impacts of flooding, and does not increase flooding elsewhere.

6.27 The NPPF and its associated Technical Guidance provides the national requirements in terms of the Sequential and Exception Test, the need for planning applications to be supported by a Flood Risk Assessment, and the priority given to utilising sustainable drainage techniques in new development. The Council has published Strategic Flood Risk Assessments (SFRAs), providing detailed information on all sources of flooding across the District. Furthermore a subsequent Flood Risk Management Strategy (FRMS June 2010) tested various flood risk management options for the District and provided recommendations in terms of both on-site and strategic flood risk management solutions. The FRMS will be reviewed as new evidence become available. The requirements and guidance offered in these documents should be followed applying flood risk policy principles, deciding on appropriate mitigation, and managing surface water by applicants when considering new development across the District.

6.28 The Core Strategy sets out the broad locations for new housing, employment and other strategic development in Bath, Keynsham, Midsomer Norton and Radstock (Policies B1, B2, B3, B3A, B3C, B4, KE1, KE2, KE3A, KE4, SV1, SV2, SV3, and RA5). In some instances, development in flood risk areas has been unavoidable.

6.28a The Flood Risk Management Strategy (June 2010) has identified and assessed a range of flood risk management options to enable development in vulnerable areas without increasing the flood risk elsewhere. The Strategy has concluded that there is no strategic solution to reducing peak flow through Bath which is either technically or economically viable. Following the Flood Risk Management Strategy, the Hydraulic Modelling (Bath Flood Risk Management Project Feb 2013 by Black & Veatch) was prepared. The impact of raising the key development sites in the Central Area and the Enterprise Area in Bath is a loss of conveyance, rather than a loss of flood storage. It recommends, where necessary, to raise all the development sites and the access/egress routes (or raise defence walls) and implement conveyance mitigation measures. New development should be safe and not increase risk elsewhere.

6.28b A sequential risk based approach was taken to formulate these policies and the high level Sequential / Exception Test report was prepared and agreed in partnership with the Environment Agency. However, flood risk should be taken into account at all stages in the planning process and the sequential approach should still be taken within these policy areas to minimise risk by directing the most vulnerable development to areas of lowest flood risk, matching vulnerability of land use to flood risk at a site level. (Table 1 Flood zones and 2 Flood Risk Vulnerability Classification of the Technical Guidance to the NPPF). Therefore site specific Sequential/Exception Test reports should be undertaken when determining future site allocations in the Placemaking Plan or a planning application where necessary.

6.29 New developments can also increase pressure on sewer systems and urban drainage. It is therefore important to manage the impact of developments in a sustainable manner. The NPPF and its associated Technical Guidance provides an opportunity for all those with responsibility for the drainage of new development to contribute to managing flood risk, improving amenity and biodiversity, and improving water quality. As a minimum the negative impacts of development on surface water runoff should be mitigated.

6.30 In addition to the concerns over flood risk, there is increasing pressure for efficient and sustainable use of water resources. This can be helped by incorporating Sustainable Urban Drainage Systems (SuDS) and grey water reuse systems into new developments (as per the NPPF and the Building Regulations, Part H).

6.31 SuDS aim to control surface water runoff as close to its origin as possible, before it is discharged to a watercourse or sewer. This involves moving away from traditional piped drainage systems towards softer engineering solutions seek aiming to mimic natural drainage regimes. SuDS have many benefits such as reducing flood risk, improving water quality, encouraging groundwater recharge and providing amenity and wildlife benefits.

6.32 Under the Flood and Water Management Act 2010 the Council is established as a Lead Local Flood Authority and is currently developing Local Flood Risk Management Strategy. The Council will also be established as the SuDS Approving Body (SAB) with responsibility for the approval, adoption and maintenance of SuDS. In order to be approved, the proposed drainage system will have to be designed and constructed in accordance with the new national standards for sustainable drainage and WoE Regional and local guidance. Where both planning permission and SDS approval are required, the application processes will run in parallel. No construction works can start on site until drainage approval is granted by SAB.

Policy CP5 Flood Risk Management

Development in the District will follow a sequential approach to flood risk management, avoiding inappropriate development in areas at risk of flooding and directing development away from areas at highest risk in line with Government policy (NPPF). Any development in areas at risk of flooding will be expected to be made safe throughout its lifetime, by incorporating mitigation measures, which may take the form of on-site flood defence works and / or a contribution towards or a commitment to undertake such off-site measures as may be necessary. All development will be expected to incorporate sustainable drainage systems to reduce surface water run-off and minimise its contribution to flood risks elsewhere. All development should be informed by the information and recommendations of the B&NES Strategic Flood Risk Assessments and Flood Risk Management Strategy.

Delivery

Delivery will be through the Development Management process. Also crucial to effective delivery will be working in partnership with key stakeholders such as the Environment Agency.

Environmental Quality

6.33 B&NES' 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.

High Quality Design

6.34 High quality design is fundamental to the creation of high quality places by both enhancing appearance and functionality. It is the means by which corporate priorities such as an improved public realm and better quality housing can be delivered. Government guidance in the NPPF, as well as best practice including the Manual for Streets, By Design, the Lifetime Homes Standard and CABE's Building for Life 12 (BfL12) programme provide guidance on the approaches to be taken as well as providing advice on the assessment of schemes.

6.35 High quality design (including architecture, urban design and landscape architecture), has a significant impact on quality of life. It influences safety and security, encourages economic investment as well as fostering community cohesion and inclusion. It can encourage greater levels of walking and cycling to address health and wellbeing, as well as addressing the causes and effects of our changing climate.

6.36 High quality design is crucial if the settlements throughout the District are to maintain and enhance their valued local distinctiveness, and emerge as more sustainable and higher quality environments that thrive economically, socially and culturally. The Council will support contemporary and innovative responses to local distinctiveness, ensuring that new development reinforces a sense a place. This priority will be achieved by ensuring that existing assets such as buildings, streets and spaces, green infrastructure, and community facilities are managed imaginatively and that new developments are designed intelligently.

6.37 All development schemes with a residential component will be assessed using the Building for Life 12 methodology (or equivalent, as identified by the Council, should these be superseded within the strategy period).

6.38 The Place based sections of the Core Strategy have each highlighted Placemaking Principles that are relevant to their specific locations. These provide the fundamentals of design policy in these areas that will then be developed into more detail in the Placemaking Plan.

Historic Environment

6.39 Bath & North East Somerset's outstanding historic built, cultural, landscape and archaeological heritage assets and their settings are well documented and will continue to be preserved or enhanced.

6.40 Our heritage assets are central to local distinctiveness and sense of place. As well as ensuring our historic environment is understood, sensitively managed and promoted in its own right, our heritage assets should be used as an integral part of regeneration wherever possible, and used to expect the highest standards of new design and architecture.

6.41 Proposals for the reuse of redundant and underused historic buildings and areas will be encouraged where the proposed use does not compromise or threaten the historic asset or the integrity of a European wildlife site and species. Bath stone and other local traditional building materials should be used either on site or re-used elsewhere in favour of newly won mineral products.

6.41a The Core Strategy seeks to enable the appropriate modification of heritage assets, including the World Heritage Site in order to reduce carbon emissions. The Energy efficiency and Renewable Energy Guidance for Listed Buildings and Undesignated Historic Buildings (September 2013) identifies the opportunities for heritage assets to mitigate, and adapt to, the effects of climate change. These include enhancing energy efficiency and allowing greater use of renewable energy. This will give applicants clear guidance on the acceptability of a range of potential modifications, the guidance having weighed the benefit of a number of modifications to mitigating the effects of climate change against any harm to the significance of heritage assets.

6.42 National policies in the NPPF complemented by Core Strategy Policy CP6 together with more detailed saved policies in the Local Plan will provide the context for considering development proposals until reviewed through the Placemaking Plan.

6.43 The Council will continue to keep under review Conservation Areas in the District and where appropriate, designate new areas. Appraisals of Conservation Areas will define the boundaries and analyse the special architectural and historic interest of the area. In highlighting the key features that both contribute to or detract from the character of the Conservation Areas, they provide a framework for considering development proposals.

Landscape

6.44 Landscape policy in Bath & North East Somerset will seek to follow principles contained in the European Landscape Convention (ELC) which came into effect in the UK in March 2007. This includes the protection, management and planning of landscapes. The ELC defines landscape as 'An area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors'.

6.45 Bath & North East Somerset has a rich and diverse range of landscapes which are described in 'Rural Landscapes of Bath & North East Somerset: A Landscape Character Assessment' and the 'Bath Citywide Character Appraisal'.

6.46 Some landscapes in the District, like the Cotswolds and Mendip Hills, are recognised as being of national importance and are granted the status of Areas of Outstanding Natural Beauty (AONB). Bath is a World Heritage Site and there are a number of Historic Parks and Gardens within the District. Others, though they lack this status and protection, are no less important to their local communities. Each landscape is closely related to the evolution of agriculture, communications, industry and settlement. Although some landscapes are defined by physical appearance and activities occurring within them, others are valued for their levels of tranquillity. All are living working landscapes and as such they change and develop according to the demands placed upon them. Some of the more pressing demands are meeting the need for locally produced food and renewable energy in order to help respond to our changing climate.

6.47 Landscape is important for cultural, ecological, environmental and social reasons. It allows for local food production, climate change mitigation and adaptation and supports the economy and opportunities for tourism and recreation. The policy seeks to conserve or enhance landscape character including opportunities to reinforce distinctiveness.

Nature Conservation

6.48 Bath & North East Somerset benefits from a rich diversity of natural habitats and features including many internationally, nationally and locally protected sites. These range from ancient woodlands, veteran and notable trees, hedgerows, to flower-rich grasslands and important bat foraging corridors.

6.49 The requirements and practice of site and species protection is now well established and is clearly defined by existing legislation and by both national and local policy (B&NES Local Plan). Development proposals will be required to assess potential impacts on protected sites and species and the adequacy of proposed mitigation measures, and where they potentially impact on European protected species especially rigorous examination is required. However, there is increasing recognition of the need to move beyond individual site and species protection in order to adequately protect and sustain the natural environment and to achieve national and international biodiversity targets.

6.50 Many sites and valued habitats are limited in size and are often isolated from each other. This can compromise their wildlife value, and their benefit to people, particularly in the face of climate change.

6.51 There is a need to create a coherent network of more robust and resilient natural habitats, including bigger protected sites and both a greater extent and greater connectivity of natural habitats (Lawton 2010). The Lawton report specifies a "need to embrace a new, restorative approach which rebuilds nature and creates a more resilient natural environment for the benefit of wildlife and ourselves".

6.52 The Council also recognises the importance of maintaining, restoring and re-creating priority habitats within the Strategic Nature Areas identified on the South West Nature Map.

6.53 The Core Strategy therefore provides additional nature conservation policy to address these issues and to complement national policy and existing development management policies set out in the Local Plan which will be reviewed through the Placemaking Plan.

6.54 Policy CP6 seeks to ensure Bath & North East Somerset's environmental quality is fostered both for existing and future generations.

Policy CP6

Environmental quality

1 High Quality Design

The distinctive quality, character and diversity of Bath and North East Somerset's environmental assets will be promoted, protected, conserved or enhanced through:

- a 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.
- b assessing all major development schemes with a residential component using the Building for Life 12 design assessment tool (or equivalent methodology). As a guide development should seek to achieve a score of no 'reds', design out all 'ambers' and achieve a majority of 'greens'.

2 Historic Environment

The sensitive management of Bath & North East Somerset's outstanding cultural and historic environment is a key component in the delivery of sustainable development. The Council will protect, conserve and seek opportunities to enhance the historic environment including the character and setting of designated and other heritage assets.

The sensitive reuse and adaptation of historic buildings and spaces will be supported, and in areas where regeneration is required the imaginative integration of new development with the historic environment will be promoted.

Where development has a demonstrable public benefit, including mitigating and adapting to climate change, this benefit will be weighed against any harm to the significance of the heritage asset.

The Council will continue to develop strategies and guidance which ensure the historic environment and its significance is understood, recorded, promoted and enjoyed, and is sensitively and proactively managed, including those heritage assets most under threat. A positive and proactive conservation strategy will be promoted through the Placemaking Plan.

3 Landscape

The distinctive character and quality of Bath and North East Somerset's landscapes will be conserved or enhanced.

4 Nature Conservation

The quality, extent and robustness of protected sites and valued habitats will be enhanced, and networks of valued habitat will be restored or created, by measures which:

- a Improve the quality and/or increase the size of current sites and valued habitat.
- b Enhance connections between, or join up, sites and valued habitats.
- c Create new sites and valued habitats.
- d Reduce the pressures on wildlife by improving the wider environment.

New Development will protect and enhance international, national and local sites and existing networks of valued habitats; facilitate migration and dispersal through the natural and built environment; and seek to reduce fragmentation of existing habitats.

The Council will promote the management, conservation, enhancement or restoration of environmental assets. Sustainable opportunities for improved access to and enjoyment of these assets will be promoted where it does not compromise the integrity of the asset.

Delivery

High Quality Design

Delivery will be principally through the Development Management process. This will include working in partnership with property owners, landlords and agents, tenants and occupiers, Parish Councils, Residents, amenity groups and through awareness raising events, community forum for ideas to improve their neighbourhoods and the facilitation of neighbourhood scale projects such as whole street public realm refurbishment. The Council is committed to the comprehensive integration of its strategies and programmes, partnership working and effective community involvement. Pre-application planning discussions and review of Building for Life assessments can be facilitated through the development management process, as they are currently. Also important will be the implementation of the Placemaking Plan that will provide detail for specific site allocations, development management policies and local designations.

Historic Environment

Delivery will be through the Development Management process. And Conservation Area Appraisals and other supplementary planning documents and guidance will be prepared and used to guide decisions on development proposals that affect the historic environment. Working in partnership with bodies such as English Heritage, Mendip Hills and Cotswolds AONB Services and local groups; and with conservation, archaeology and landscape experts will also be necessary to ensure effective delivery of the policy. The preparation of management plans and other positive and proactive strategies will be developed to support policy delivery. The strategy for the historic environment will include:

- maintaining and applying an up-to-date and available Historic Environment Record and evidence base
- producing and promoting guidance that will encourage good practice such as the World Heritage Site Setting SPD, Retrofitting & Sustainable Construction SPD and Bath Building Heights Strategy
- working with partners to resolve long standing high profile heritage assets at risk (including The Wansdyke and Cleveland Pool in Bath)

- reducing the volume of traffic using historic streets and spaces (see para 6.103) by implementing the Bath Public Realm and Movement Strategy
- seeking to ensure that Conservation Area Appraisals and management plans are kept up-to-date
- implementing the World Heritage Site Management Plan
- ensure the Bath Urban Archaeological Assessment is used to inform management strategies and SPDs
- conserving significance of heritage features via the Green Infrastructure Strategy
- consideration of the preparation of a 'local list' to ensure non-designated assets are sustained and conserved
- consideration of use of Article 4 Directions as one measure for resolving conservation issues when appropriate
- seek contributions from development, where appropriate, to support the delivery of the above.

Landscape

Delivery will be principally through the Development Management process. Working in partnership with bodies such as Natural England, English Heritage, Mendip Hills and Cotswold AONB Services, and with conservation, archaeology and landscape experts and the community will also be necessary to ensure effective delivery of the policy. The preparation of landscape management plans, action plans and other strategies will be encouraged to support policy delivery.

Nature Conservation

Delivery will be principally through the Development Management process. This will include working through partnership initiatives and in close liaison with bodies such as Natural England and ecology experts through which opportunities for enhancement and restoration of ecological and geological assets can be maximised. The Green Infrastructure Strategy will have an important role in the delivery of biodiversity restoration targets for the Strategic Nature Areas within the District.

Policy CP7 Green infrastructure

The integrity, multi-functionality, quality and connectivity of the strategic Green Infrastructure (GI) network will be maintained, protected and enhanced. Opportunities will be taken to connect with, improve and extend the network. Existing and new GI must be planned, delivered and managed as an integral part of creating sustainable communities.

Delivery

The Council has a central role in the provision, delivery and planning of GI through its role as local planning authority and direct provider of significant areas of open spaces. It will also work in partnership with key public and private bodies, local communities and the voluntary sector to protect and enhance the GI network and ensure a strategic approach is taken.

The impact of new development on GI will be assessed through the Development Management process. The Council's adopted GI Strategy sets out further guidance as to how GI principles should be applied to development proposals including provision of major infrastructure improvements. Deliver will also be through the planning process by integrating green infrastructure principles into the Placemaking Plan and other Local Plan documents.

Green Infrastructure

6.55 Green Infrastructure (GI) is a 'network of multi-functional green space, rural and urban, which is capable of delivering a wide range of environmental and quality of life benefits for local communities' (NPPF). The wider benefits of GI for B&NES will be set out in the Council's Green Infrastructure Strategy (see below).

6.56 A well-designed, managed and integrated network of GI provides a wide range of direct and indirect benefits to people and wildlife. This includes a greater sense of community, improved health and well-being and also local solutions to mitigate and adapt to climate change. GI can also help local responses to sustainable travel, wildlife habitats, local food production, sustainable water management including use of sustainable drainage and conserving or enhancing landscape character, historical and cultural features. It is a positive factor in eco-tourism, business location and investment decisions.

6.57 B&NES already has a wealth of existing green assets including open green spaces, street trees and woodland, other natural habitats, recreational routes, historic landscape, allotments and waterways such as the Kennet and Avon canal. However, the concept of GI looks beyond existing designations, seeking opportunities to enhance the physical and functional connectivity of assets, and extend the benefits for the community.

Policy CP8 Green Belt

The general extent of the Green Belt is set out on the Core Strategy Key Diagram. The detailed boundaries and inset villages are defined on the Policies Map. The openness of the Green Belt will be protected from inappropriate development in accordance with national planning policy.

Delivery

Delivery will be through the Development Management process. The Existing Buildings in the Green Belt SPD will continue to guide decisions on proposals within the Green Belt.

Green Belt

6.61 Green Belts are designated primarily in order to prevent urban sprawl by keeping land permanently open. As such they help to shape patterns of urban development, protect the countryside and provide opportunities for outdoor sport and recreation. Within B&NES the Green Belt also plays a vital role in maintaining the setting of the World Heritage Site of Bath and the surrounding villages. It is also important in preventing the coalescence of these villages with the city.

6.62 The purposes and objectives of Green Belt within B&NES are summarised below and generally reflect advice set out in national policy.

6.63 Core Policy CP8 conforms with national policy which also states that the general extent and detailed boundaries of the Green Belt should be altered only exceptionally. The Core Strategy retains the general extent of the Green Belt in B&NES other than the removal of land from the Green Belt for development on the edge of Bath and Keynsham and at Whitchurch as set out in Policy DW1 and Policies B3A, KE3A, KE3B, KE4 and RA5. The Placemaking Plan provides the opportunity for a review of the inner detailed boundary, such as to address anomalies. In accordance with the NPPF Green Belt boundaries will only be altered in exceptional circumstances.

6.63a In altering the Green Belt and allocating strategic sites for development and in response to the NPPF paragraph 85, the need to identify safeguarded land to meet longer term development requirements has been considered. At Odd Down on the edge of Bath environmental sensitivity means that there is no scope to identify safeguarded land. It is also considered there is no scope to identify safeguarded land at south west Keynsham. However, land is safeguarded for development East of Keynsham. At Whitchurch the need for and scope to identify safeguarded land will be considered as part of the Core Strategy review.

6.64 In light of the opportunities for development in the plan period, most of the urban area of Keynsham continues to be excluded from the Green Belt and a revised inner boundary is defined on the Policies Map. There are a number of villages which meet the requirements of national policy in the NPPF and continue to be excluded from the Green Belt as established in the Bath & North East Somerset Local Plan. Given the overall level of housing required during the plan period and the spatial strategy for meeting this requirement it is not considered that exceptional circumstances exist to warrant changing the Inset boundaries for these villages. Some sites may come forward in the Green Belt under the Government's proposals for Community Right to Build.

6.64a Within the Green Belt a number of Major Existing Developed Sites (MEDS) are defined on the Policies Map. Within the B&NES Local Plan Policy GB.3 allows for limited redevelopment or infill which does not harm the openness of the Green Belt or affect the purposes of including land within it. Within the context of national policy the Council will, through the Placemaking Plan, be reviewing whether MEDS should continue to be designated and, if so, the sites to be designated and their boundaries.

Table 8

Bristol/Bath Green Belt within Bath and North East Somerset

| Bristol/Bath Green Belt within Bath and North East Somerset | |
|--|--|
| <p>Purposes of including land in the Green Belt:</p> <ol style="list-style-type: none"> 1 To check the unrestricted sprawl of Bath and Bristol. 2 To prevent the merging of Bristol, Keynsham, Saltford and Bath. 3 To assist in safeguarding the countryside from encroachment. 4 To preserve the setting and special character of Bath. 5 To assist in urban regeneration of Bath and Bristol by encouraging the recycling of derelict and other urban land. 6 To preserve the individual character, identity and setting of Keynsham and the villages and hamlets within the Green Belt. | <p>Objectives for the use of land in the Green Belt:</p> <ol style="list-style-type: none"> 1 To provide opportunities for access to the open countryside for the urban populations of Bath, Bristol, Keynsham and Norton Radstock. 2 To provide opportunities for outdoor sport and outdoor recreation near Bath, Bristol and Keynsham. 3 To retain attractive landscapes and enhance landscapes. 4 To improve damaged or derelict land. 5 To secure nature conservation interests. 6 To retain land in agricultural, forestry and related uses. |

Minerals

6.65 Minerals are a finite and important resource both nationally and locally. Unlike most other forms of development mineral extraction can take place only where the mineral is found. Therefore it is important to protect areas where it is known, or suspected, that commercially valuable minerals exist.

6.66 Limestone is the principal commercial mineral worked in the District. There are currently two active sites – one surface workings and one underground mine. Upper Lawn Quarry at Combe Down in Bath and Hayes Wood mine near Limpley Stoke both produce high quality Bath Stone building and renovation projects. Bath & North East Somerset also has a legacy of coal mining and there are still coal resources which are capable of extraction by surface mining techniques. Although no longer worked, there are potential public safety and land stability issues associated with these areas. The general extent of the surface coal Mineral Safeguarding Area within the District is illustrated in Diagram 20a.

6.67 Historically Bath & North East Somerset has never made any significant contribution to regional aggregates supply and because of the scale and nature of the mineral operations in the District and the geology of the area it is considered that this situation will continue. Bristol is also in no position to make a contribution to regional aggregates supply, other than the provision of wharf facilities. However North Somerset and South Gloucestershire have extensive permitted reserves of aggregates and have historically always met the sub regional apportionment for the West of England. This approach is consistent with national planning policy advice for minerals.

6.68 The West of England Joint Waste Core Strategy (JWCS) seeks to encourage the prudent use of resources with specific reference to minerals and includes policy guidance on the recycling, storage and transfer of construction, demolition and excavation waste at mineral sites.

6.69 Policy CP8a, which sets out the strategic approach to minerals in the District, will ensure that mineral resources within the District continue to be safeguarded. Minerals Safeguarding Areas will be designated in a separate Development Plan document following the methodology set out in the British Geological Survey document and defined on the Policies Map. Although there is no presumption that the resources will be worked this will ensure that known mineral resources are not needlessly sterilised by non-mineral development.

6.69a It is proposed that more detailed guidance on minerals related issues will be developed in the relevant Development Plan Document as will issues of land instability, which it is recognised is wider than just minerals, and restoration proposals to accord with national minerals planning policy advice. This will take place alongside the review of existing minerals allocations and designations.

Policy CP8a Minerals

Mineral sites and allocated resources within Bath & North East Somerset will be safeguarded to ensure that existing and future needs for building stone can be met.

The production of recycled and secondary aggregates will be supported by safeguarding existing sites and identifying new sites.

Minerals Safeguarding Areas will be designated to ensure that minerals resources which have a potential for future exploitation are safeguarded and not needlessly sterilised by non-mineral developments. Where it is necessary for non-mineral development to take place within a Minerals Safeguarding Area the prior extraction of minerals will be supported.

Potential ground instability issues, including those associated with the historical mining legacy, and the need for related remedial measures should be addressed as part of the proposal in the interests of public safety.

Mineral extraction that has an unacceptable impact on the environment, climate change, local communities, transport routes or the integrity of European wildlife sites which cannot be mitigated will not be permitted. The scale of operations should be appropriate to the character of the area and the roads that serve it.

Reclamation and restoration of a high quality should be carried out as soon as reasonably possible and proposals will be expected to improve the local environment.

Delivery

Delivery will be through the Development Management process. Minerals Safeguarding Areas will be identified in a separate Development Plan Document and other current designations and allocations will be reviewed to ensure adequate resources are safeguarded.

**...the district is served by a
diverse network of town,
district and local centres...**

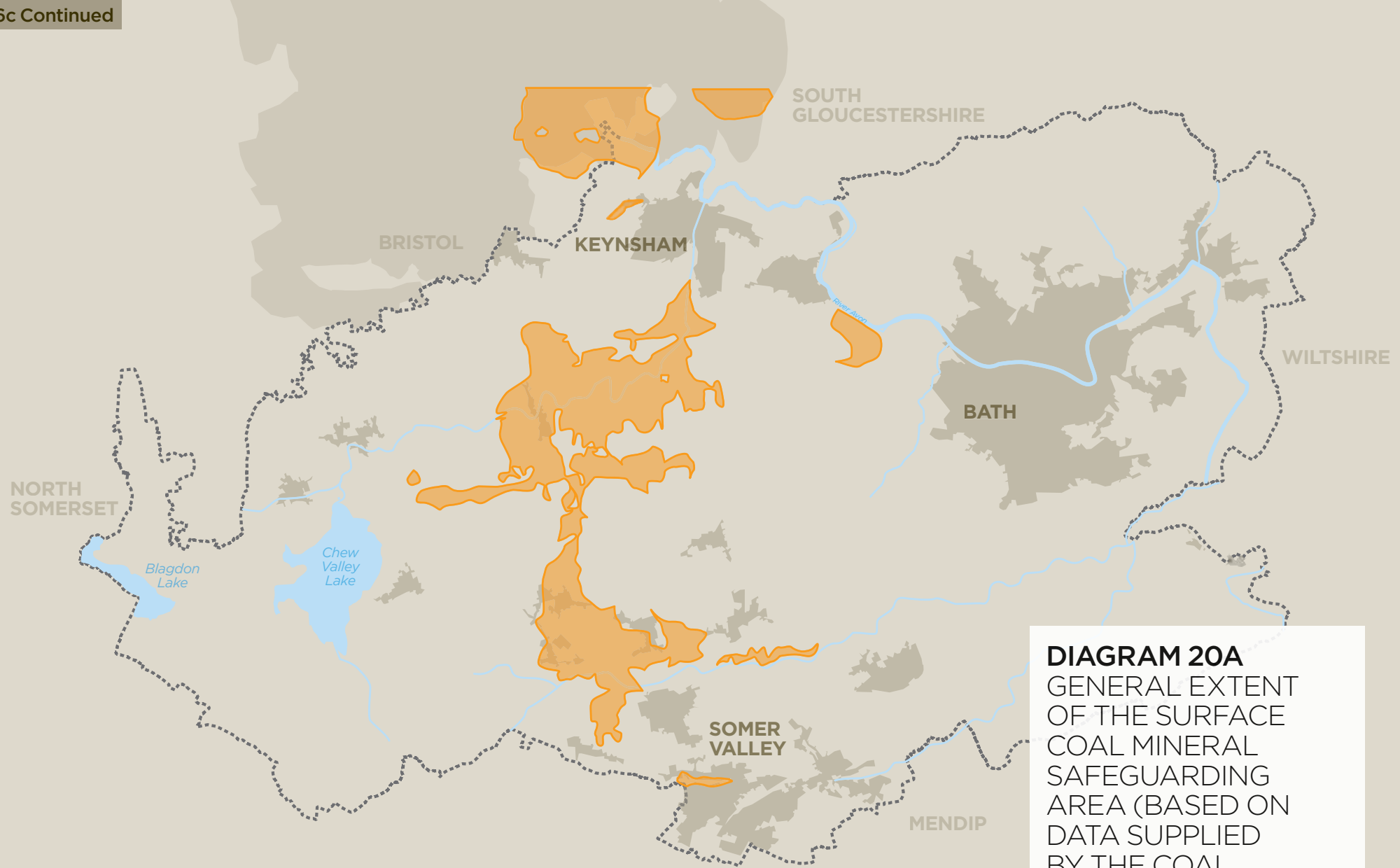


DIAGRAM 20A
GENERAL EXTENT
OF THE SURFACE
COAL MINERAL
SAFEGUARDING
AREA (BASED ON
DATA SUPPLIED
BY THE COAL
AUTHORITY, 2009)

KEY

- Coal Resource Areas

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Waste

6.70 The JWCS Development Plan Document (March 2011) sets out the planning strategy for the provision of waste management infrastructure within the West of England. The Strategy is being prepared by the four West of England unitary authorities of B&NES, Bristol, North Somerset and South Gloucestershire Councils.

6.71 The JWCS applies to all waste, with the exception of radioactive waste, which is dealt with at a national level and sets out the authorities' aspirations for all levels of waste management until 2029: prevention; recycling; recovery; and disposal. When adopted, the JWCS policies will supersede the Local Plan waste policies. Details can be found at www.westofengland.org/waste/planning

6.72 The West of England's Joint Residual Municipal Waste Management Strategy (June 2008) sets a framework for managing municipal residual waste generated in the West of England. The B&NES Waste Strategy 'Towards Zero Waste 2020' provides the steps we need to take now and over the next few years to reduce the amount of waste that we produce, to recycle as much as possible and to develop new ways of treating the remaining waste.

The approach of the Local Development Framework is to continue the longstanding theme of reducing car dependency....

6d

Affordable Housing, Mix of Housing, Gypsies and Travellers

Affordable Housing

6.73 This policy sets out when affordable housing provision will be required and indicates the proportions which will be sought. It is the responsibility of each local authority to establish the right level of housing provision in their area and to identify a long term supply of housing. This includes defining the level of affordable housing that is appropriate taking account of evidence in relation to local housing need and viability. The requirements of this policy will replace Local Plan Policy HG.8

6.75 In order to understand the local housing market and assess current and future housing requirements and need for Bath & North East Somerset the Council commissioned a SHMA which was published in 2013. The SHMA shows that the need for affordable housing in B&NES is high and that the affordability gap between local incomes and market house prices is very wide.

6.76 The SHMA shows that an increasing proportion of the total dwelling stock is accounted for by the private rented sector. The SHMA estimates that around 36% of the requirement for overall housing between 2011 and 2031 is for affordable homes. The SHMA assumes that the contribution to the provision of housing needs from private rented accommodation where occupiers are receiving housing benefit will continue at a similar scale in the future. If this contribution were to significantly fall, the need for affordable housing would increase.

6.77 In making provision for affordable housing further guidance on the tenure split between social and affordable rent and intermediate housing that will be sought by the Council and the circumstances in which different tenures will be acceptable will be set out in the Planning Obligations SPD.

6.78 To understand the capacity of private development to deliver affordable housing the Council commissioned a viability study. The B&NES Viability Study (Three Dragons, July 2010) and the B&NES Viability Update (Dec 2012) have taken account of market prospects and a range of cost implications including other Section 106 obligations in order to create a baseline level of affordable housing that will be viable in the majority of schemes without recourse for public subsidy.

6.79 The study has identified some geographical variance in viability across the District. This supports geographical variation in the proportion of affordable housing that should be sought (as outlined in the table below).

Table 8a*Geographic split for Affordable Housing*

| Targets | Sub-markets | Postcode |
|---------------------------------|--|---|
| AH Area 1 40 % | Prime Bath | BA1 2, BA11, BA2 4 |
| | Bath North and East | BA1 5, BA1 6, BA2 6, BA1 7, SN14 8 and SN13 8 |
| | Bath Rural Hinterland | BA1 9, BA1 8, BA2 7, BA2 9, BA2 0, BA152 and BS30 6 |
| AH Area 2 30 % | Bath North and West | BA1 4 and BA1 3 |
| | Bath South | BA2 3, BA2 2, BA21, BA2 5 |
| | Keynsham and Saltford | BS311, BS31 2, BS31 3, BS15 3, BS4 4 and BS14 8 |
| | Midsomer Norton, Westfield, Radstock, Peasedown St John, Paulton | BS39 7, BA3 2, BA3 3, BA2 8, BA3 4 and BA3 5 |
| | Chew Valley | BS40 6, BS40 8, BS39 4, BS39 5, BS39 6 and BS14 0 |

Policy CP9

Affordable housing

Large sites

Affordable housing will be required as on-site provision in developments of 10 dwellings or 0.5 hectare and above (the lower threshold applies). The following percentage targets will be sought:

- 40% in Prime Bath, Bath North and East, Bath Rural Hinterland;
- 30% in Bath North and West, Bath South, Keynsham and Saltford, Midsomer Norton, Westfield, Radstock, Peasedown St John, Paulton and Chew Valley.

This is on a grant free basis with the presumption that on site provision is expected.

Small sites

Residential developments on small sites from 5 to 9 dwellings or from 0.25 up to 0.49 hectare (the lower threshold applies) should provide either on site provision or an appropriate financial contribution towards the provision of affordable housing with commuted sum calculations. The target level of affordable housing for these small sites will be 20% for AH area 1 and 15% for AH area 2 half that of large sites, in order to encourage delivery.

In terms of the affordable housing on small sites, the Council will first consider if on site provision is appropriate. In some instances the Council will accept a commuted sum in lieu of on site provision. This should be agreed with housing and planning officers at an early stage.

Viability

For both large and small sites the viability of the proposed development should be taken into account, including:

- Whether grant or other public subsidy is available

- Whether there are exceptional build or other development costs
- The achievement of other planning objectives
- The tenure and size mix of the affordable housing to be provided.

Sub-division and phasing

Where it is proposed to phase development or sub-divide sites, or where only part of a site is subject to a planning application, the Council will take account of the whole of the site when determining whether it falls above or below the thresholds set out above.

Property Size and Mix

Residential developments delivering on-site affordable housing should provide a mix of affordable housing units and contribute to the creation of mixed, balanced and inclusive communities. The size and type of affordable units will be determined by the Council to reflect the identified housing needs and site suitability.

The type and size profile of the affordable housing will be guided by the Strategic Housing Market Assessment and other local housing requirements but the Council will aim for at least 60% of the affordable housing to be family accommodation including some large 4/5 bed dwellings.

Other

All affordable housing delivered through this policy should remain at an affordable price for future eligible households, in the event of any sales or staircasing affecting affordable housing unit(s) delivered through Policy CP9 then an arrangement will be made to recycle the receipts/subsidy for the provision of new alternative affordable housing located elsewhere within Bath and North East Somerset. Affordable Housing should be integrated within a development and should not be distinguishable from market housing.

Delivery

Affordable housing will be delivered in accordance with the Council's Housing Strategy or equivalent.


The quantity, tenure balance and type/size mix of the affordable housing will be agreed with the Council's Housing Enabling Team, or equivalent, through the development management process. Applicants are recommended to hold early conversations with Housing Enabling Team in order to agree the affordable housing provision and in particular the likely availability of public subsidy.


In exceptional circumstances, where the applicant has demonstrated a scheme is not viable and this has been independently validated, the Council may consider the use of alternative mechanisms to achieve the full affordable housing requirement.

Financial contributions towards affordable housing secured from development will be used to meet the housing objectives set out in the Housing Strategy. Any such contribution will contribute to a fund to assist in the delivery of additional affordable housing by supporting a scheme that would otherwise not be viable, increasing the amount of affordable housing in a scheme beyond the grant free position (up to a maximum of 45%), increasing the proportion of larger family units, assisting in the funding of older persons or supported housing or to improve the quality of the affordable housing product on offer.

DIAGRAM 20B
GEOGRAPHIC TWO-
WAY SPLIT FOR
AFFORDABLE
HOUSING
(INDICATIVE)

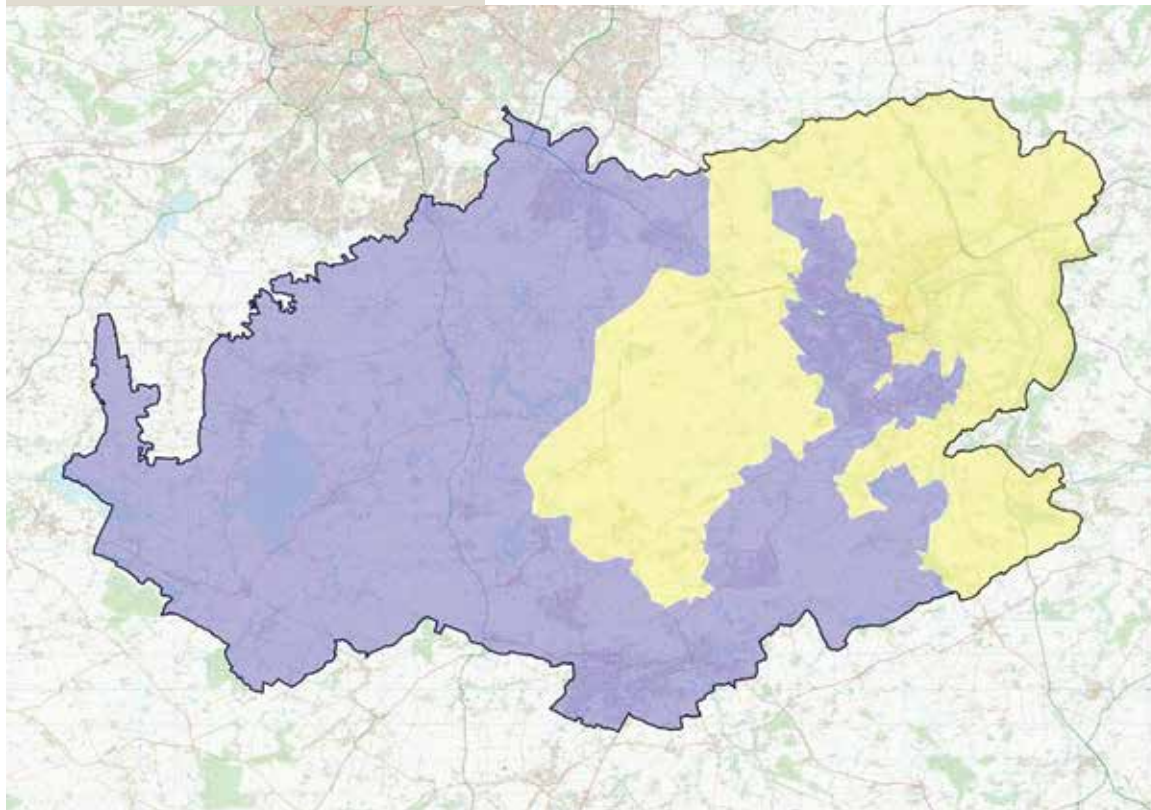
KEY

 30% Target

 40% Target

 District Boundary

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Policy CP10

Housing mix

New housing development, both market and affordable must provide for a variety of housing types and size to accommodate a range of different households, including families, single people and low income households as evidenced by local needs assessments (e.g. B&NES Residential Review, 2007) and the Strategic Housing Market Assessments or future evidence.

The mix of housing should contribute to providing choice in tenure and housing type, having regard to the existing mix of dwellings in the locality and the character and accessibility of the location.

Housing developments will also need to contribute to the provision of homes that are suitable for the needs of older people, disabled people and those with other special needs (including supported housing projects), in a way that integrates all households into the community.

The specific accommodation needs of older people will be addressed through the Placemaking Plan, including considering the allocation of appropriate sites.

Delivery

This policy will be implemented by the development management process, and delivered by private developers and affordable housing providers.

The affordable housing policy will also ensure that the Council can have an active role in negotiating the mix of housing provided, and seeks to have a flexible approach particularly to ensure the delivery of family housing.

Housing Mix

6.80 This policy is aimed at ensuring that new residential development provides for a range of housing types and needs, to help support mixed and inclusive communities and to respond to demographic change.

Gypsies, Travellers & Travelling Showpeople

6.81a In March 2012 the Government published 'Planning Policy for Traveller Sites', alongside the NPPF, which seeks to align planning policy for Travellers with housing. This requires the Council to demonstrate a five year supply of deliverable sites and a further five and where possible, ten year supply of developable sites. The Council has undertaken a refreshed assessment of need which updates the West of England Gypsy and Traveller Accommodation Assessment (GTAA) undertaken in 2007 for the Bath & North East Somerset area. This establishes the level of need for five, ten and fifteen year supply of sites in accordance with Planning Policy for Traveller Sites. Most of the need is from households on unauthorised sites and is therefore an immediate need. From the evidence in the GTAA, there is an immediate need for 24 pitches for Gypsies and Travellers and a further 4 pitches between 2017 and 2027 and 5 transit pitches, and an immediate need for 40 Travelling Showmen's plots. The Council will identify sites to meet these needs in the Gypsy and Traveller Development Plan Document. Planning Policy for Traveller Sites clarifies that for a site to be considered deliverable it must be available now and offer a suitable location for development now, and be achievable and viable with a realistic prospect it can be delivered within five years.

6.81b Planning Policy for Traveller Sites states that Traveller sites should be guided towards making effective use of previously developed, untidy or derelict land. It also states that development in the open countryside away from existing settlements or outside areas allocated in the development plan should be strictly limited. It does recognise, however, that some rural areas may be suitable for traveller's sites providing the scale of these sites does not dominate the nearest settled community and avoid placing an undue pressure on local infrastructure. Any proposed sites inside settlement boundaries would be considered against policies applying generally to residential development. Provision is more likely to be made outside such boundaries and will be guided by Policy CP11.

6.82 The NPPF establishes a presumption against inappropriate development in the Green Belt unless very special circumstances can be demonstrated and the harm caused can be outweighed by other considerations. Planning Policy for Traveller Sites reiterates that sites in the Green Belt are inappropriate development. However, if exceptional circumstances exist, an allocation can be made in a DPD by removing land from the Green Belt. The criteria in Policy CP11 will be used to guide the identification of suitable sites for allocation in the relevant DPD and to identify sites to respond to future accommodation needs when assessed. These criteria will also be used when considering planning applications that may happen before the DPDs are prepared or in addition to sites being allocated.

Policy CP11

Gypsies, travellers & travelling showpeople

The following criteria will be used to guide the identification and allocation of suitable, available and deliverable or developable sites in a Development Plan Document to respond to the established accommodation needs of Gypsies, Travellers and Travelling Showpeople for the Plan period. Sites for Gypsies, Travellers and Travelling Showpeople accommodation will be allocated and planning applications permitted taking into account the following factors:

- a the site is suitably located to allow access to local community services and facilities, including shops, schools and health facilities, and employment opportunities
- b satisfactory means of access can be provided and the existing highway network is adequate to service the site
- c the site is large enough to allow for adequate space for on-site facilities and amenities including play provision, parking and manoeuvring, as well as any live/work pitches if required to enable traditional lifestyles
- d the site is well-designed and well-landscaped and has no unacceptable adverse impact on the character and appearance of the surrounding area
- e adequate services including utilities, foul and surface water and waste disposal can be provided as well as any necessary pollution control measures
- f there is no unacceptable impact on the amenities, health and well-being of occupiers of the site or on neighbouring occupiers as a result of the development
- g the site should avoid areas at high risk of flooding and have no adverse impact on protected habitats and species, nationally recognised designations, landscape designations and heritage assets and their settings and natural resources
- h the scale of the development does not dominate the nearest settled community nor place undue pressure on the local infrastructure
- i the site does not lie within the Green Belt unless there are exceptional circumstances to justify making an allocation by removing land from the Green Belt or, for a planning application on unallocated land, that very special circumstances exist.

Delivery

Delivery will be through the Development Management process. Sites will be identified through the Gypsies and Travellers DPD to meet identified accommodation needs for the Plan period.

**A well-designed,
managed and
integrated
network of GI
provides a wide
range of direct
and indirect
benefits to people
and wildlife**

A Prosperous Economy

Economic Development

6.83 The recent recession has served to remind us that it is in everyone's interest to support the development and growth of a prosperous economy across B&NES. The Sustainable Community Strategy recognises that we must act at a local level to create prosperity through economic growth, whilst working towards a low carbon economy. The Core Strategy will support and deliver elements of the B&NES Economic Strategy, which aims to create the conditions for jobs growth throughout the District, leading to a more diverse, productive and resilient economy which provides better opportunities for all.

6.84 A scarcity of resources – both natural and financial – an aging population, competition from overseas, and the loss of jobs in the traditionally strong local sectors, are all factors driving the need for change. The District's economy has a predominance of public sector related, retail, leisure and tourism employment and has the lowest weekly workplace wages and productivity in the West of England. These activities are extremely important to the District, but in recent times, lower-value activities such as some types of manufacturing, have lost ground, suffering job losses. It is therefore critical that the economy looks to offer more opportunities to its resident population.

6.85 The District's economy is also dominated by micro and small businesses, which reflect an entrepreneurial spirit. Particularly productive activities include engineering, technology-related activities, and some creative industry activities, such as publishing and sound recording. The area is also home to critical business networks which can support and guide new businesses. The District, having more residents educated to degree level than the national average, is therefore well equipped to take up job opportunities locally, should they be created. The District is also well placed to build on its international reputation in order to promote investment.

6.86 B&NES will aim to build on its considerable strengths and pursue a smart growth agenda, i.e. promotion of a higher value added economy rather than relying only on volume growth. This will focus on several key areas as put forward by the Economic Strategy:

- Business support and development:
- Employability and skills
- Business premises and infrastructure
- Promoting Investment

6.87 By 2029, the District will have a more environmentally sustainable economy with increased local employment, less overall commuting, a reduction in the contribution made by commerce and industry to the carbon footprint of the area, and a strong low carbon business sector. It will have a more socially inclusive economy with continuing high levels of economic participation, a focus on lifelong learning, and increased and relevant workforce skills. It will have a more diverse, productive and resilient economy due to the increase in the availability of knowledge-based jobs, where knowledge-based workers can find jobs and where local innovation can grow commercially.

Delivery

Sites will be identified and allocated in the Placemaking Plan to meet the identified employment space requirements. Delivery of economic development will also be facilitated by the B&NES Economic Strategy, the Regeneration Delivery Plans and the Development Management process. Working alongside local communities and partners will be essential to deliver the ambitions of the Economic Strategy and developers may be asked to support the objectives of the Strategy through a Targeted Recruitment, Training and Supply-chain Protocol.

What will our economy look like in 2026?

Estimated GVA contribution to Bath and North East Somerset economy by broad industry

The pie charts demonstrate how we might expect the economy of the District to have changed between 2010 and 2026, in terms of Gross Value Added (GVA) per broad industry. The economy has expanded, thanks largely to more activity in 'knowledge-based' activities.

- 1 Professional, Scientific, Technical
- 2 Wholesale and Retail
- 3 Info and Comms
- 4 Construction
- 5 Manufacturing
- 6 Financial and Insurance
- 7 Public Admin and Defence
- 8 Admin and Related
- 9 Water, Sewage, Waste
- 10 Real Estate Activities
- 11 Accommodation and Food
- 12 Human Health and Social Work
- 13 Transportation and Storage
- 14 Other Service Activities
- 15 Education
- 16 Arts, Ents, Recreation

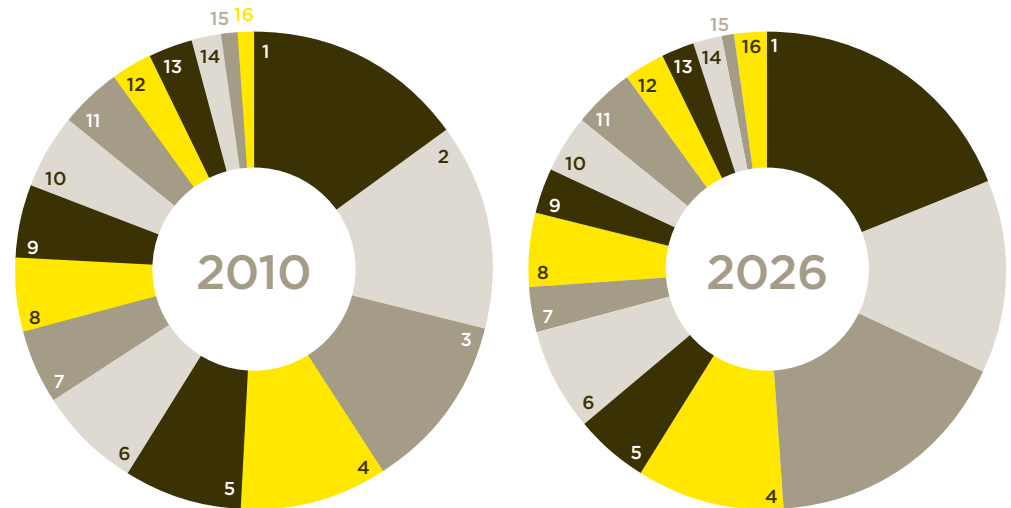


Diagram 21
The Economy in 2026

Centres and Retailing

6.88 Along with Bath City Centre, the District is served by a diverse network of town, District and local centres of varying size. 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. Many centres are a focus for public transport services and most offer a chance to access essential facilities close to people's homes. Policy CP12 therefore 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. Many centres contain a range of independent specialist shops which are important to retain as they contribute to the uniqueness of each centre. Centres are also well placed to be a focus for some higher density residential development which can both benefit from the services provided and help to sustain the viability of those services. This approach is reflected in the place based sections of the Core Strategy.

6.89 Walcot Street, Margaret's Buildings and Lansdown Road are included as local centres for the purposes of this policy, but it is recognised rather than primarily serving local day to day needs they play a more specialist retail role, supplementing the city centre retail offer, supporting small businesses and serving a wider catchment area.

6.90 London Road has been identified as a declining centre, and is also identified in equalities mapping as an area of deprivation. Through work on the Placemaking Plan, the Council will consider its policy options for this 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.

6.91 Protection of shops within the centres defined in the hierarchy is covered by Local Plan Policies S.5 and S.8.

6.92 In 2008 the Council undertook work on a retail strategy that included an assessment of the amount and type of new retail floorspace required during the plan period. Since that time circumstances have changed e.g. economic recession and the Southgate development in Bath has opened. A re-assessment of the need for new retail floorspace is therefore, being undertaken. Policy CP12 along with policies in the place based sections, sets the framework for new retail development that will be taken forward in the Placemaking Plan, but does not propose specific levels of retail development.

The approach of the
Local Development
Framework is
to continue the
longstanding theme of
reducing car
dependency....

Policy CP12

Centres and retailing

The centres within the hierarchy of shopping centres set out below and as defined on the Policies Map will be maintained and enhanced:

City Centre

Bath City Centre

Town Centres

Keynsham Town Centre, Midsomer Norton Town Centre, Radstock Town Centre

District Centres

Moorland Road, Bath

Local Centres (urban)

In Bath: (1) Chelsea Road, (2) Weston High Street, (3) Julian Road, (4) St James Square (5) Margaret's Buildings, (6) Lansdown Road, (7) Camden Road & Fairfield Road, (8) Larkhall High Street (9) London Road, (10) Nelson Place East & Cleveland Place, (11) Walcot Street, (12) Widcombe Parade, (13) Bathwick Street, (14) Bathwick Hill, (16) Bear Flat, (17) The Avenue, Combe Down, (18) Bradford Road), (19) Frome Road, (20) Upper Bloomfield Road, (21) Twerton High Street, (22) Mount Road.

In Keynsham: Queen's Road and Chandag Road

In the Somer Valley: Westfield Paulton, Peasedown St. John and Timsbury

Local Centres (rest of the District)

Bathampton, Batheaston, Chew Magna, Saltford, and Whitchurch

Retail development, offices, leisure and entertainment uses, markets, community facilities, arts, culture and tourism uses will be primarily located within, or where appropriate, adjoining the centres in the identified hierarchy of centres. Centres will also be the focus for higher density forms of residential development provided the centre is suitable for such development and has a high level of accessibility by public transport, cycling and walking.

Uses which contribute to maintaining the vitality, viability and diversity of centres within the hierarchy will be encouraged.

Retail development within the centres listed within the hierarchy and defined on the Policies Map will be permitted where it is:

- a Of a scale and type consistent with the existing retail function and character of the centre and
- b Well integrated into the existing pattern of the centre.

Delivery

The place-based sections for Bath, Keynsham, Midsomer Norton and Radstock will set out more detail on the approach to the centres contained in those settlements.

The boundaries for all of the centres listed within the hierarchy are defined on the Policies Map. Other than the Bath city centre boundary these boundaries reflect those established in the Bath & North East Somerset Local Plan. The Placemaking Plan will review these boundaries and identify sites for development. It will also review and define, where appropriate, the primary shopping areas and retail frontages in the larger centres.

These designations will be supported by development management policies in the Placemaking Plan to guide decisions on individual planning applications.

An updated retail study will be undertaken to support future planning decisions and guide the Placemaking Plan.

Main town centre uses will be subject to the sequential and impact tests set out in the NPPF.

Transport and Movement

6.93 The approach of the Local Development Framework is to continue the longstanding theme of reducing car dependency and working towards making walking, cycling and use of public transport, the more attractive options for travel. This approach is embodied in the strategic objectives of the Core Strategy, and the place based sections in seeking to enhance the walking, cycling and public transport network from existing communities to jobs, local services, facilities and attractions. The Council will continue to work with neighbouring authorities to address these issues.

6.94 The B&NES highway network remains heavily trafficked highlighting the need to undertake transport and access improvements and major capital infrastructure projects to facilitate growth in housing numbers and jobs, to minimise the adverse effect of traffic, and to enable environmental improvement to be made to existing centres. The Council will continue to safeguard routes for the Whitchurch bypass and Temple Cloud/Clutton bypass and recognises the need for studies to assess the Saltford bypass and an A46/A36 link.

6.95 This approach is in line with national objectives and the Council's Sustainable Community Strategy. The approach also follows on from the five key goals of the emerging Joint Local Transport Plan (JLTP3), which are:

- Reduce carbon emissions;
- Support economic growth;
- Promote accessibility;
- Contribute to better safety, security and health;
- Improve quality of life and a healthy natural environment.

Creating Better Places

6.96 This approach brings with it a wide range of benefits. The most significant, long term benefit to B&NES is that this approach creates more economically successful, more sociable, healthier, more accessible and more inviting places in which to live, work and visit.

6.97 Whilst good accessibility is of absolute importance for places to function effectively, better and more sociable places are created where people dominate, rather than vehicular traffic. Streets are not just for movement; they form the shared public space between buildings, where city, town or village life takes place. This is particularly the case in our historic settlements that have not been designed to accommodate the current levels of vehicular traffic that they often have to endure. There is a strong correlation between an enhanced public realm and better places; the experience of numerous cities around the world is testament to this approach.

6.98 Measures that support the shift to more sustainable modes of transport and that improve levels of accessibility to and within Bath, Keynsham, Somer Valley and the Rural Areas will be supported and promoted.

6.99 Other critical benefits to undertaking this approach include meeting our reduction in CO2 emission targets, addressing rising obesity levels and general health risks arising through a lack of physical activity, and enabling improvements to be made to our historic environment and public realm.

Climate Change and Air Quality

6.100 JLTP3 states 'In 2008, road transport represented 32% of West of England CO2 emissions. This amounts to some 2.16 tonnes per head of population, similar to the national average of 2.13 tonnes. In reducing road transport carbon emissions JLTP3 focuses on:

- Promotion of lower carbon choices
- Providing alternatives to the car
- Influencing travel behaviour and managing travel demand
- Workplace and school travel plans
- Personalised travel planning
- Improvements to walking and cycling infrastructure
- Public transport enhancements
- Integration of travel modes
- Better information
- Demand management and reducing the need to travel through technology and spatial planning
- Introduction of an appraisal of the impact of scheme/programme/policy options to inform their selection or otherwise for inclusion in JLTP3 delivery plans
- Robust understanding of the contribution to carbon reduction (or carbon increase) that each scheme, programme, policy is expected to deliver

6.101 The reduction of the adverse effects of transport on climate change and air quality, particularly in Air Quality Management Areas (AQMA) in Bath and Keynsham and in future AQMAs, will be managed in accordance with the NPPF.

Health, Obesity and Well Being

6.102 Continuing with the shift to more active travel is a key way of helping to tackle the pressing issues associated with poor health, rising obesity and general well-being. It is estimated that by 2050 almost 60% of the UK population could be obese with the economic cost reaching £49.9 billion at today's prices (Government Office of Science, Foresight Tackling Obesities: Future Choices, 2007). Increased levels of walking and cycling in particular will help to achieve the strategic objective of promoting health and well-being.

Historic Environment and Public Realm

6.103 Improvements to parts of the District's historic settlements will become possible by reducing the volume of traffic using historic streets and spaces. The management of the highway network, particularly in local centres, residential areas, places of higher pedestrian footfall and/or areas of historic significance, to support the development of stronger communities and the creation of high quality public realm and better places is supported by the Local Development Framework. This approach is reflected in the Council's Public Realm and Movement Strategy for Bath City Centre.

Delivery

The delivery of transport and movement initiatives will be achieved through a wide range of channels. Many of those that require significant levels of capital funding though central government are being reviewed via the Comprehensive Spending Review 2010 and are likely, to be delivered at a later date than anticipated. Transport Assessments will be a requirement for major planning applications.

Other transportation improvements could be delivered through other initiatives coming from different disciplines, for example to fulfil the aspirations of the health agenda, or through carbon reduction programmes.

Key areas of delivery will be as follows:

- Joint Local Transport Plan 3 (including transport proposals for Bath & the Greater Bristol Metro Major Scheme)
- Bath's Public Realm and Movement Programme
- The development and implementation of new Parking Strategies for urban centres
- Smarter Choices Initiatives
- European CIVITAS projects
- Other Capital projects
- Community Infrastructure Levy
- S106 contributions
- Planning Obligations SPD
- Major development projects
- Community led initiatives
- Initiatives by the health sector
- Climate Change awareness raising
- Enhancement of local centres and other facilities within close walking or cycling distance from where people live

6g

Infrastructure

6.104 The Core Strategy must be supported by evidence of what physical, social and green infrastructure is needed to support the developments proposed in the spatial strategy. This evidence will include the costs of infrastructure, who will be responsible for providing it and when it will be provided. It will be funded in various ways. Some funding will be provided by the Council, some through national funding streams, and some from developer contributions or through the investment programmes of other service providers.

6.105 The Council has prepared an Infrastructure Delivery Programme (IDP) which will present this evidence and will make sure that the planned infrastructure can meet the needs of new development and also close the gaps in existing infrastructure. The IDP includes a high level assessment undertaken by West of England partners as well as some more specific work carried out within the District. The programme covers issues such as the viability of a development, funding and its timing. It will also outline how and when key infrastructure will be provided. It will look at the need for: transport, open and green space, energy provision and secondary education as well as flooding, water supply, sewerage and drainage and healthcare provision.

6.106 The Council will also work with partners and in partnership with local communities to ensure that adequate and accessible provision is made for the health, welfare, faith, recreational, leisure and cultural needs of existing and future communities and neighbourhoods in B&NES. Successful community facilities and services will be 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 sustainability and the economy.

6.107 Details of the infrastructure needed for new developments and to reduce gaps in existing infrastructure have been highlighted in the relevant sections of the Core Strategy (see strategic requirements identified in the District-wide chapter, and the place-based chapters for more detailed place specific requirements).

6.108 Policy CP13 will ensure that all new developments are supported by the necessary infrastructure, including forms of energy supply that help to reduce carbon emissions and existing infrastructure is retained and improved. Proposals for housing developments should consider the potential for cumulative effects on social infrastructure. Key Infrastructure requirements set out in the Core Strategy will be supported by an up-to-date IDP with a robust monitoring system to track each element of the delivery.

Policy CP13 Infrastructure provision

New developments must be supported by the timely delivery of the required infrastructure to provide balanced and more self-contained communities.

The Council will work in partnership with adjoining authorities, local communities and relevant agencies and providers to ensure that social, physical and green infrastructure is retained and improved for communities.

Developer contributions will be based on the Planning Obligations SPD and its successors.

Infrastructure proposals should not cause harm to the integrity of European wildlife sites which cannot be mitigated.

Delivery

The Core Strategy will be supported by an Infrastructure Delivery Programme which will set out Infrastructure requirements and estimated costs, and suggested delivery mechanisms and phasing schedules for infrastructure delivery. Delivery of the policy will be through the Development Management process. Developer contributions will be sought through the use of planning obligations, as set out in Section 106 of the 1990 Town & Country Planning Act and based on the Planning Obligations SPD and its successors. The preparation of a Community Infrastructure Levy charging schedule (or similar local tariff) may be considered. Delivery will also require working in partnership with public and private bodies.

**Our historic assets
are central to local
distinctiveness and
sense of place.**

Monitoring & Review

| | |
|---|------------|
| Appendix 1: Replaced Local Plan Policies | 183 |
| Appendix 2: Saved Local Plan Policies | 184 |
| Appendix 3: Policies Map Revisions | 188 |

7.01 The strategic objectives for the Local Development Framework are set out in chapter 1.

These objectives will be delivered through:

- The spatial strategy set out in the Core Strategy
- Core policies and place specific policies
- Other Local Development Documents

7.02 In order to ensure the strategic objectives are being delivered progress needs to be monitored. Set out below is a monitoring framework which comprises a range of indicators against which performance in delivering the strategic objectives and the associated policies can be monitored. These indicators are grouped by objective and relate to the policies in the Core Strategy which are charged with enabling the delivery of that objective. Setting out the framework in this way enables a clear path to be established from the objective, to the policies and the indicators. Only the main policies that deliver an objective are identified in the framework and this is therefore a simplification of complex relationships between policies and delivery of an objective.

7.03 Monitoring of other indicators related to policies in the Local Plan also takes place. These indicators are not included here as the schedule below is the Core Strategy monitoring framework. The monitoring framework will be added to in the future as the range and number of indicators will increase as additional policies are prepared and adopted in other Local Development Documents.

7.04 Progress against many objectives/policies can be measured quantitatively and this is reflected in the targets set out in the framework below. Where appropriate quantification of the objective is set out in a way that will help to inform review of the Core Strategy in accordance with the programme set out in paragraph 7.05 below. However, other objectives/policies do not lend themselves to quantification and where appropriate a qualitative target is included in order to enable performance to be measured. Monitoring performance against the indicators set out is principally undertaken through the Authority's Monitoring Report (AMR). Requisite parts of the AMR are published on an annual basis and in addition to setting out monitoring information include analysis of whether and how the policies are being delivered. In so doing it will inform the process of Core Strategy policy review and provides evidence to inform formulation of policies in other Local Development Documents.

7.05 The Core Strategy is programmed to be reviewed about every 5 years to enable flexibility in response to changing circumstances. The review will be informed by regular monitoring as set out in Table 9 as well as ensuring that the Core Strategy evidence base remains up-to-date. The review process will commence in advance of the review date in order to enable the timely and considered preparation and adoption of revised policies. In light of the Duty to Co-operate, the first review will be timed to enable co-ordination with the review of the Core Strategies of adjoining Authorities in the West of England.

Delivery

7.05a If monitoring demonstrates that the planned housing provision, including affordable housing, is not being delivered at the levels being planned for and there would be no reasonable prospect of the planned delivery of around 13,000 homes to 2029, then changes will be made to Core Strategy to rectify the housing shortfall taking account of the impact of the performance of the economy on the need for and delivery of housing. This may include changes to the spatial strategy.

Review of growth targets

7.05b The Council will also monitor economic growth rates, to assess whether planned targets for workspace continue to be appropriate. If required the Council will agree revised targets, taking account of the West of England Strategic Economic Plan and make any necessary changes to the spatial strategy to meet the new targets if necessary.

Duty to Co-operate

7.05c Plan reviews will be undertaken in co-operation with neighbouring authorities, particularly in the West of England in accordance with the Duty to Co-operate to ensure that cross-boundary issues are addressed. This will include a review of the plan period. The timetable for the review of Local Development Documents is set out in the Council's Local Development Scheme.

7.05d Arrangements are already underway to review the West of England SHMA in preparation for a review of West of England Core Strategies in around 2016. This will entail a co-ordinated response to the outputs of the updated SHMA. The SHMA review includes a review of the Housing Market Area.

7.05e If the SHMA review demonstrates the continued existence of separate housing market areas for Bath and Bristol, then under the duty to co-operate, B&NES will continue to work closely with the adjoining West of England authorities to consider the most appropriate proposals for accommodating housing needs that could not otherwise be met within the Bristol Housing Market Area.

7.05f If the SHMA review indicates that B&NES is part of the West of England HMA, and additional strategic housing provision is required, its delivery will be determined on a West of England-wide basis through the duty to cooperate.

7.06 In line with the principles of spatial planning the vision and objectives of the Local Development Framework will not be implemented solely via planning policies alone. Delivery will be dependent upon the actions of other parts of the Council and other agencies. Table 9 identifies the key strategies and plans that will help to deliver the Core Strategy objectives and for the core policies the primary means of delivery is highlighted in Chapter 6.

Table 9
Monitoring of Strategic Objectives

| Strategic Objective | Policy | Indicator | Quantification of objective |
|--|---|---|---|
| <p>1 Pursue a low carbon and sustainable future in a changing climate</p> | <p>CP3 Renewable Energy</p> | <ul style="list-style-type: none"> • Proportion and number of renewable energy schemes granted planning permission annually • Amount of renewable energy generated by installed capacity, for electricity (MWe) and heat (MWth) • Amount of renewable energy generated from renewable energy sources annually (measured via 'Feed in Tariff data). | <p>By 2029 110MWe (Electricity) 165 MWth (Heat)</p> |
| | <p>CP4 District Heating</p> | <ul style="list-style-type: none"> • Location of heat priority areas where policy district heating schemes have started to be implemented • Proportion and number of Combined Heat and Power schemes granted planning permission annually | |
| | <p>CP5 Flood Risk Management</p> | <ul style="list-style-type: none"> • Number of planning permissions granted contrary to Environment Agency advice | |
| <p>2 Protect and enhance the District's natural, built and cultural assets and provide green infrastructure</p> | <p>CP6 Environmental Quality</p> | <ul style="list-style-type: none"> • Change in priority habitats (in hectares) • Number of nature conservation sites that are enhanced annually • Number and proportion of housing schemes achieving Building for Life 12 (BfL12) score of no 'reds' annually (post-construction monitoring) • Number of principal listed buildings recorded as 'at risk' on the Council's Buildings at Risk Register • Number of up to date Conservation Area Appraisals and Management Plans in place • Adoption of Historic Environment related SPDs • A range of indicators to monitor implementation of the actions identified in the World Heritage Site Management Plan are also identified in the Management Plan. <p><i>Protection of Greenfield land through prioritising development of previously developed sites relates also to regeneration and housing delivery objective – see indicator and quantification below</i></p> | <ul style="list-style-type: none"> • Maintain or increase the area of priority habitats by 2029 • Annual increase in the proportion of assessed housing schemes that meet the Building for Life 12 (BfL12) scoring no 'reds' • Reduce the number of principal listed buildings recorded as 'at risk' on the Council's Buildings at Risk Register • Increase the number of up to date Conservation Area Appraisals and Management Plans in place |

| Strategic Objective | Policy | Indicator | Quantification of objective |
|---|--|---|--|
| <p>2 Protect and enhance the District's natural, built and cultural assets and provide green infrastructure <i>(continued)</i></p> | <p>CP7 Green Infrastructure</p> | <p>A range of indicators to monitor the provision and enhancement of green infrastructure are being developed through of the Green Infrastructure Strategy</p> | |
| <p>3 Encourage economic development, diversification and prosperity</p> | <p>DW1 District-wide spatial strategy and Place based spatial strategies: B1 KE1 SV1 RA1 & 2</p> | <ul style="list-style-type: none"> • Amount of floor space developed type (office/industrial) in sqm, by place annually and total since 2011. Gains, losses and net. • Amount of floor space on previously developed land by type (office/industrial) in sqm, by place annually and total since 2011. Gains, losses and net. • Employment land available by type • Change in work place jobs by sub-area • Number of planning consents for business premises in rural areas • Economic growth forecasts from the Office of Budget Responsibility (OBR) as well as from bodies such as Oxford Economics, Cambridge Econometrics, NIESR | <p>Deliver space to provide 10,300 net additional jobs between 2011 & 2029 as set out in the places below</p> <p>Bath: 2011-2029</p> <ul style="list-style-type: none"> • Office floor space - net gain of about 40,000m² • Industrial floor space - net loss of about 40,000m² • Net increase of 7,000 jobs <p>Keynsham: 2011 -2029</p> <ul style="list-style-type: none"> • Office floor space - net gain of about 7,200 m² • Industrial floor space -net gain of about 8,300m² • Net increase of about 1,600 jobs <p>Somer Valley: 2011- 2029</p> <ul style="list-style-type: none"> • Office floor space - net gain of about 2,700m² • Industrial floor space - net loss of about 14,400m² • Net increase of about 900 jobs |

| Strategic Objective | Policy | Indicator | Quantification of objective |
|--|--|--|--|
| <p>4 Invest in our city, town and local centres</p> | <p>CP12 Centres and retailing</p> | <ul style="list-style-type: none"> • Proportion of new retail floor space provided within the centres listed in the hierarchy annually in total since 2006 • Health of the centres as indicated by retail floor space losses, vacancy rates and land use mix changes in each of the centres listed in the hierarchy (city/town centres – annually and district/local centres – periodically) • Market share of comparison goods spending in Bath city centre and the town centres | <ul style="list-style-type: none"> • Health of each centre as measured by the indicators specified is maintained or enhanced • The market share of comparison goods spending as measured by household surveys undertaken about every 5 years is maintained or enhanced |
| <p>5 Meet housing needs</p> | <p>DW1 District-wide spatial strategy</p> | <ul style="list-style-type: none"> • total housing stock by tenure and type • housing permissions granted by tenure and type • housing permissions developed by tenure and type • housing delivery trajectory showing completions and forecast completions • % affordable housing secured on qualifying sites • Change in resident student numbers • Change in purpose-built student accommodation | <ul style="list-style-type: none"> • Around 13,000 homes, comprising 9710 market homes and 3290 affordable homes 2011-2029. • 40% or 30% affordable housing secured on large sites depending on geographic location • 20% or 10% affordable housing secured on small sites depending on geographic location • Growth in student numbers matches growth in purpose-built accommodation at each plan review. |
| | <p>Place based spatial strategies</p> <p>B1 KE1 SV1 RA1& RA2</p> | <ul style="list-style-type: none"> • As above but broken down for (Bath, Keynsham, Somer Valley & rural areas) • Percentage of new homes provided on previously developed land annually and since 2006 in B&NES | <p>Around 80% of new housing provided between 2011 and 2029 should be on previously developed land</p> |

| Strategic Objective | Policy | Indicator | Quantification of objective |
|--|--|---|---|
| 5 Meet housing needs <i>(continued)</i> | CP10 Housing mix | <ul style="list-style-type: none"> Annual residential dwelling completions broken down by size of property (number of bedrooms) and tenure | |
| | CP11 Gypsies, travellers & travelling showpeople | <ul style="list-style-type: none"> Net additional gypsy and traveller pitches provided annually and since 2011 | Delivery indicators to be identified in the Gypsy and Traveller DPD. |
| 6 Plan for development that promotes health and well being | CP13 Infrastructure Provision Place based strategies (AQMAs) B1 KE1 | Annual progress on the delivery of infrastructure will be reported via the Infrastructure Delivery Programme. Including: <ul style="list-style-type: none"> Progress on scheme delivery and funding Status and risk of infrastructure planned Annual Progress Report on Air Quality management Areas as submitted to DEFRA (by Environmental Health) | By 2016 within the Bath AQMA and Keynsham AQMA annual average concentrations of Nitrogen Dioxide (NO ₂) not to exceed 40Qg/m ³ |
| 7 Deliver well connected places accessible by sustainable means of transport | | <ul style="list-style-type: none"> 11 transport related indicators are monitored as part of JLTP3. http://www.travelplus.org.uk/ | |

Appendices and Glossary

Appendix 1: Replaced Local Plan Policies

The following policies from the Bath & North East Somerset Local Plan 2007 (column 1) will be replaced by policies in the Core Strategy' (column 3).

| B&NES Local Plan Policy | Topic | Replaced by Core Strategy Policy |
|-------------------------|--|---|
| ET.1 | Employment Plan Overview | DW1 District Wide Spatial Strategy B1 Bath Spatial Strategy KE1 Keynsham Spatial Strategy SV1 Somer Valley Spatial Strategy |
| ET.4 | Employment development at rural settlements | RA1 Development in the Villages Meeting the Listed Criteria RA2 Development in Villages Outside the Green Belt not Meeting Policy RA1 Criteria |
| ES.1 | Renewable energy proposals | CP3 Renewable Energy |
| HG.1 | Overall housing requirement and mix | DW1 District Wide Spatial Strategy CP10 Housing Mix |
| HG.4* | Residential development in Bath, Keynsham, Norton Radstock and R.1 and R.2 settlements | B1 Bath Spatial Strategy KE1 Keynsham Spatial Strategy SV1 Somer Valley Spatial Strategy *excluding Midsomer Norton, Radstock, Westfield, Peasedown St. John and Paulton for which Policy HG.4 still applies RA1 Development in the Villages Meeting the Listed Criteria RA2 Development in Villages Outside the Green Belt not Meeting Policy RA1 Criteria |
| HG.8 | Affordable housing on allocated and large windfall sites | CP9 Affordable Housing |
| HG.9 | Affordable housing on rural exception sites | RA4 Rural Exceptions Sites |

Appendix 1: Replaced Local Plan Policies

Continued

| B&NES Local Plan Policy | Topic | Replaced by Core Strategy Policy |
|----------------------------|---|---|
| HG.16 | Gypsy and traveller sites | CP11 Gypsies, Travellers & Travelling Showpeople |
| HG.17 | Purpose built student accommodation | B5 Strategic Policy for Bath's Universities |
| GB.1 | Control of development in the Green Belt | CP8 Green Belt |
| GB.4 | Safeguarded land (Farmborough & Whitchurch) | KE3B Safeguarded Land at East Keynsham |
| BH.1 | Impact of development on World Heritage Site of Bath or its setting | B4 The World Heritage Site and its Setting |
| S.1 | Hierarchy of shopping centres | CP12 Centres and Retailing |
| S.2 | Retail development within shopping centres | CP12 Centres and Retailing |

Appendix 2: Saved Local Plan Policies

The following saved policies from the Bath & North East Somerset Local Plan 2007 will continue to be used in conjunction with policies in the Core Strategy and the Joint Waste Core Strategy until replaced through the Local Development Framework.

| | | | | | |
|---|---|--|--|--|--|
| IMP.1 Planning obligations | ET.13 Change of use of existing dwelling to hotel or guesthouse | SR.1A Protection of playing fields & recreational open space | SR.11 Recreational development outside Waterside Recreational Activity Areas | S.9 Retention of local needs shops outside the identified centres & development of new small scale local shops | ES.14 Unstable land |
| D.2 General design & public realm considerations | CF.1 Protection of land and buildings used for community purposes | SR.2 Allocation of land for recreational use | SR.12 Commercial riding establishments | ES.2 Energy conservation and protection of environmental resources | ES.15 Contaminated land |
| D.4 Townscape considerations | CF.2 New / replacement community facilities | SR.3 Provision of recreational facilities to meet the needs of new development | S.3 Land allocated for retail development | ES.3 Development involving gas and electricity services | HG.4 Residential Development in the urban areas and R.1 settlements – <i>this applies to Midsomer Norton, Radstock, Westfield, Peasedown St. John and Paulton (see Appendix 1)</i> |
| SC.1 Settlement classification | CF.3 Contributions from new development to community facilities | SR.4 New sports & recreational facilities within or adjoining settlements | S.4 Retail development proposals outside the identified shopping centres (sequential approach) | ES.4 Adequacy of water supply | HG.6 Residential development in R.3 settlements |
| ET.2 Bath City Centre Core Office Employment Area | CF.4 Allocation of land for new community uses | SR.5 New sports & recreational facilities elsewhere | S.5 Primary shopping frontages for Bath, Keynsham and Midsomer Norton | ES.5 Foul and surface water drainage | HG.7 Minimum residential density |
| ET.3 Core Business Areas | CF.5 Allocation of land for primary schools | SR.7 Commercial leisure uses | S.6 A3 uses in Bath City centre | ES.7 Telecommunications development | HG.10 Housing outside settlements (agricultural and other essential dwellings) |
| ET.5 Employment development in the 'countryside' | CF.6 Residential and day care facilities | SR.9 Protection of recreational routes | S.7 Siting of tables & chairs outside A3 uses in Bath City centre | ES.9 Pollution and nuisance | HG.11 Extending existing residential curtilages |
| ET.6 Agricultural development | CF.7 Loss of public houses | SR.10 Recreational development within Waterside Recreational Activity Areas | S.8 Retention of shops in district, local and village centres | ES.10 Air quality | |
| ET.7 Use of agricultural land | CF.8 Allotments | | | ES.12 Noise and vibration | |
| ET.8 Farm diversification | CF.9 Allocation of land for cemeteries | | | ES.13 Safety hazards | |
| ET.9 Re-use of rural buildings | | | | | |

Appendix 2: Saved Local Plan Policies

Continued

| | | | | | |
|--|---|---|---|--|--|
| <p>HG.12 Dwelling subdivision, conversion of non-residential buildings, re-use of buildings for multiple occupation & re-use of empty dwellings</p> | <p>Site B2 MoD Foxhill</p> | <p>Site NR3 Former Sewage works</p> | <p>NE.1 Landscape Character</p> | <p>NE.13A Bath Hot Springs</p> | <p>BH.11 Scheduled Ancient Monuments & other sites of national importance</p> |
| <p>HG.13 Retention of existing housing stock</p> | <p>Site B7 89 to 123 Englishcombe Lane</p> | <p>Site NR12 Midsomer Norton Enterprise Park</p> | <p>NE.2 Areas of Outstanding Natural Beauty</p> | <p>NE.15 Character, amenity and wildlife value of water courses</p> | <p>BH.12 Important archaeological remains</p> |
| <p>HG.14 Replacement dwellings</p> | <p>Site B11 University of Bath</p> | <p>Site NR13 Coomb End, Radstock</p> | <p>NE.3 Important hillsides (Bath and Radstock)</p> | <p>BH.2 Listed buildings and their settings</p> | <p>BH.13 Significant archaeological remains in Bath</p> |
| <p>HG.14A Residential moorings</p> | <p>Site B12 Lower Bristol Road</p> | <p>Site NR14 Welton Bag Factory, Midsomer Norton</p> | <p>NE.4 Trees & woodland conservation</p> | <p>BH.3 Demolition of a listed building</p> | <p>BH.14 Historic battlefields</p> |
| <p>HG.15 Dwelling extensions in the Green Belt</p> | <p>Site B14 St Mary's School</p> | <p>Site NR15 Land at Cautletts Close</p> | <p>NE.5 Forest of Avon</p> | <p>BH.4 Change of use of a listed building</p> | <p>BH.15 Visually important open spaces</p> |
| <p>WM.4 Waste recovery and recycling in new development</p> | <p>Site B16 The Podium/ Cattlemarket</p> | <p>VILLAGES Site V3 Paulton Printing Factory</p> | <p>NE.8 Sites of Special Scientific Interest</p> | <p>BH.5 Locally Important Buildings</p> | <p>BH.16 Village buffers</p> |
| <p>WM.9 Community composting facilities</p> | <p>Site B18 Hayesfield School Playing Field, Odd Down</p> | <p>Site V4 Old Mills</p> | <p>NE.9 Locally important wildlife sites</p> | <p>BH.6 Development within/ affecting Conservation Areas</p> | <p>BH.17 Advertisement consent</p> |
| <p>GDS.1 Site allocations and development requirements</p> | <p>KEYNSHAM Site K1 Somerdale</p> | <p>Site V8 Former Radford Retail System's Site, Chew Stoke</p> | <p>NE.10 Nationally important species and habitats</p> | <p>BH.7 Demolition in Conservation Areas</p> | <p>BH.18 Advertisement hoardings, panels and posters</p> |
| <p>BATH Site B1 Bath Western Riverside</p> | <p>Site K2 South West Keynsham</p> | <p>Site V10 Land between Wellow Lane and the Bypass, Peasedown St John</p> | <p>NE.11 Locally important species & habitats</p> | <p>BH.8 Improvement work in Conservation Areas</p> | <p>BH.19 Shopfronts: new or replacement or alterations to existing</p> |
| | <p>Site K3 Broadmead Lane</p> | <p>GB.2 Visual Amenities of the Green Belt</p> | <p>NE.12 Natural features: retention, new provision and management</p> | <p>BH.9 Parks and Gardens of Special Historic Interest</p> | <p>BH.20 Traditional shopfronts: alteration or replacement</p> |
| | <p>Site K4 St Johns Court</p> | <p>GB.3 Major Existing Developed Sites</p> | <p>NE.13 Water source protection areas</p> | | |
| | <p>NORTON-RADSTOCK Site NR2 Radstock Railway Land</p> | | | | |

BH.21

Security fittings to retail and commercial premises

BH.22

External lighting

M.1

General policy on minerals development

M.2

Non-mineral development in minerals consultation areas

M.4

Secondary and recycled aggregates

M.6

Primary aggregates

M.7

Mineral development outside Preferred Areas of Search

M.8

Minerals development and protection of the environment and amenities

M.9

Minerals development and impact on traffic and highways

M.10

Reclamation, restoration and aftercare

M.11

Allocation of preferred areas for mineral extraction and area of search

M.12

Minerals restoration site

T.1

Overarching access policy

T.3

Promotion of walking and use of public transport

T.5

Cycling Strategy: improved facilities

T.6

Cycling Strategy: cycle parking

T.7

Cycling Strategy: strategic cycling network

T.8

Bus strategy: facilities & traffic management to improve efficiency & reliability of bus operations

T.9

Railways: safeguarding of existing network and use of former railway land

T.10

Railways: new station and retention of freight facilities

T.11

Rapid Transport System

T.12

Public transport interchange

T.13

Traffic management proposals for City and Town Centres

T.14

Introduction of traffic management schemes in residential areas

T.15

Introduction of traffic management schemes in Rural Areas

T.16

Development of transport infrastructure

T.17

Land safeguarded for major road improvement schemes

T.18

Public off-street car parking in Bath City Centre

T.19

On-street parking in and close to central Bath

T.20

Loss and provision of off-street parking and servicing

T.22

Additional Park & Ride facilities

T.23

Airport/Aerodrome Safeguarding Areas

T.24

General development control and access policy

T.25

Transport assessments and travel plans

T.26

On-site parking and servicing provision

The following Local Plan policies have been superseded by the Joint Waste Core Strategy adopted in March 2011:

WM.1

Development of waste management facilities

WM.3

Waste reduction and the reuse in development proposals

WM.5

Waste transfer stations and material recovery facilities

WM.6

Recovery of materials from waste brought to landfill

WM.7

Household waste recycling centres

WM.8

Composting facilities

WM.10

Thermal treatment with energy recovery

WM.12

Landfill

WM.13

Landraising

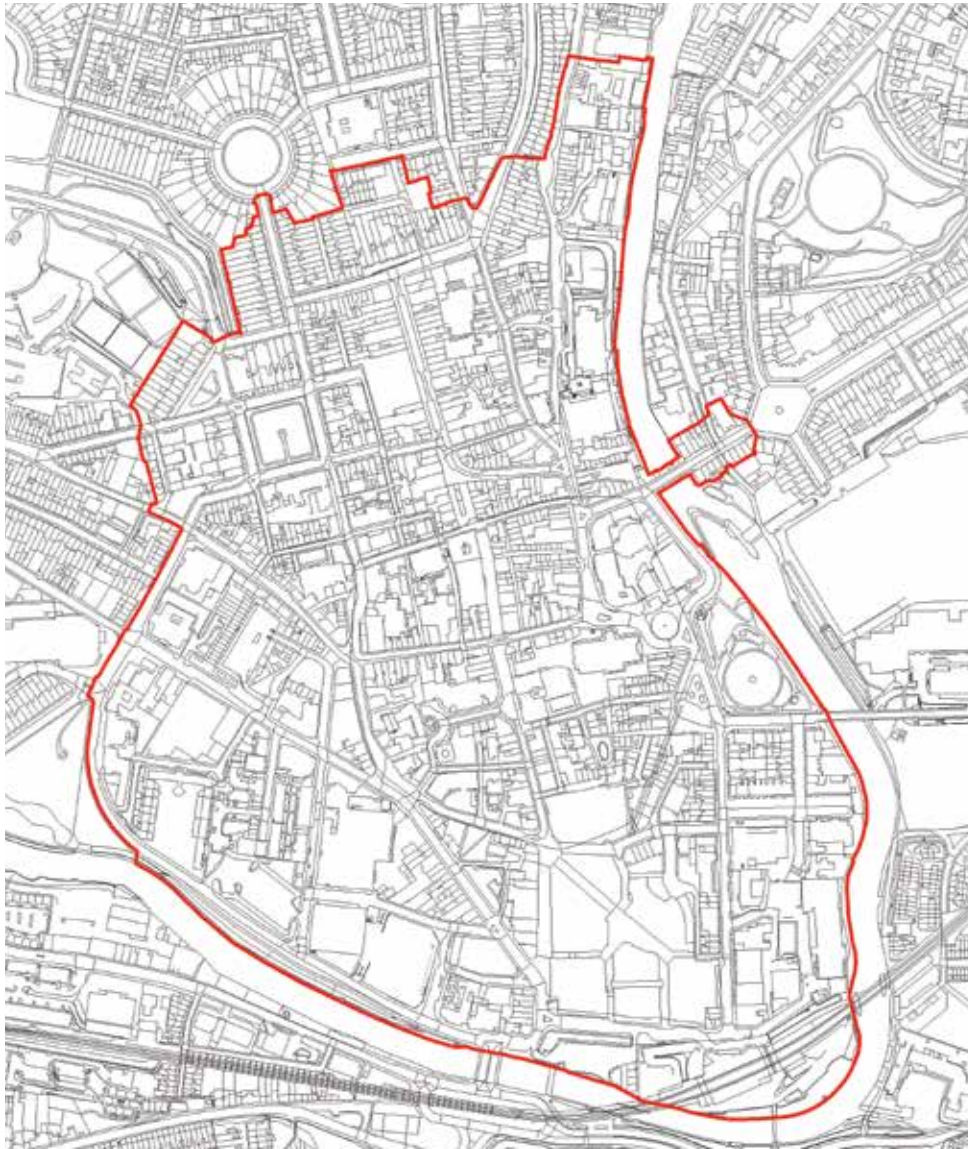
WM.14

Agricultural land improvement schemes

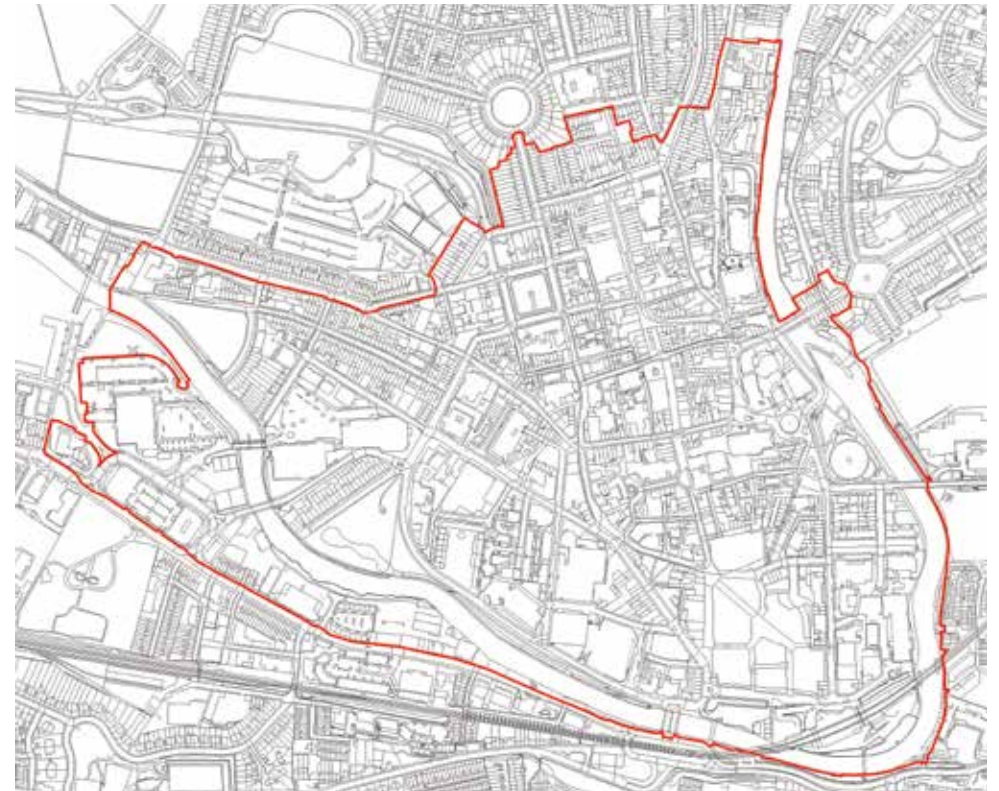
WM.15

Time extensions for landfill, landscaping or agricultural land improvement schemes

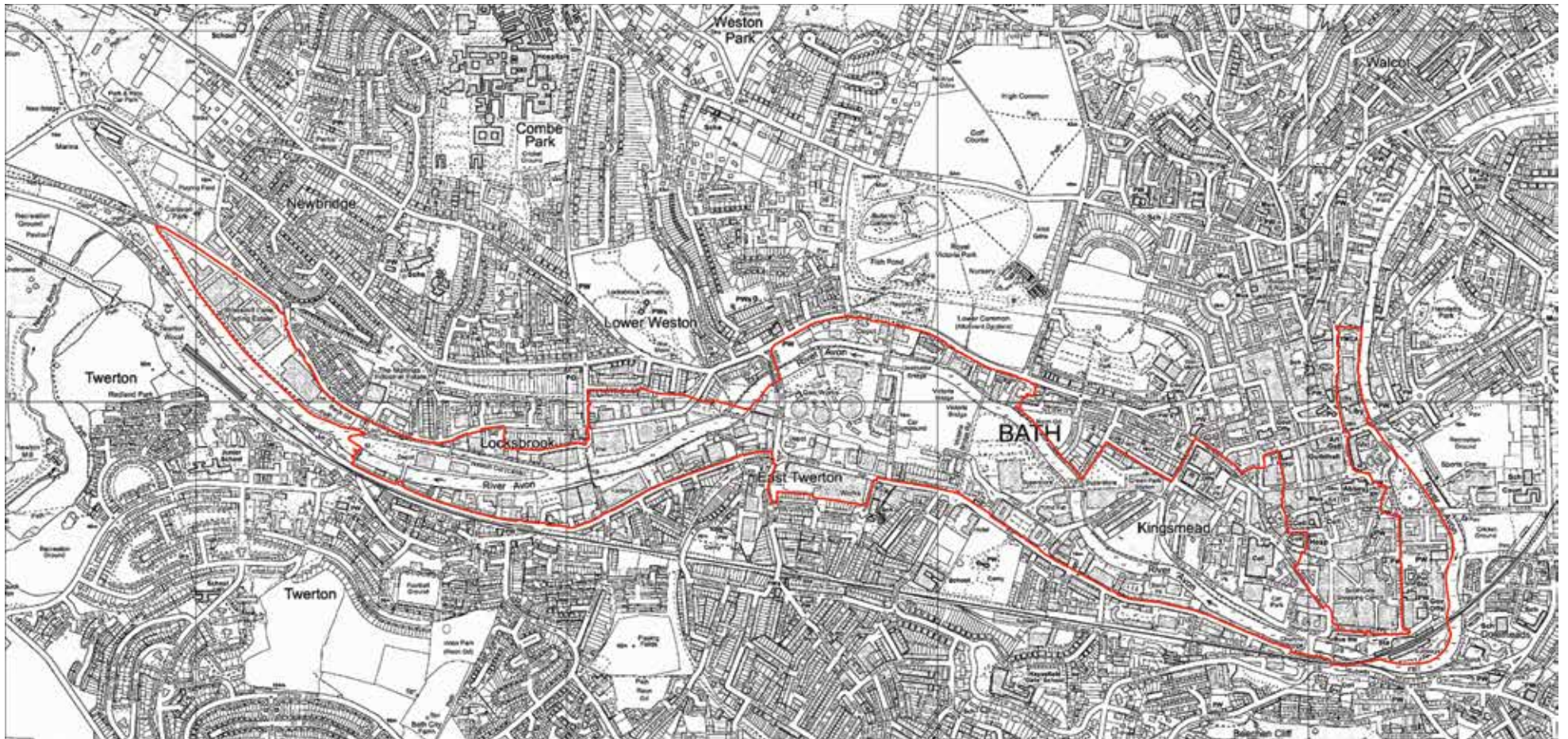
Appendix 3: Policies Map Revisions Bath City Centre Boundary



Appendix 3: Policies Map Revisions Bath Central Area



Appendix 3:
Policies Map Revisions
Enterprise Area



Appendix 3: Policies Map Revisions

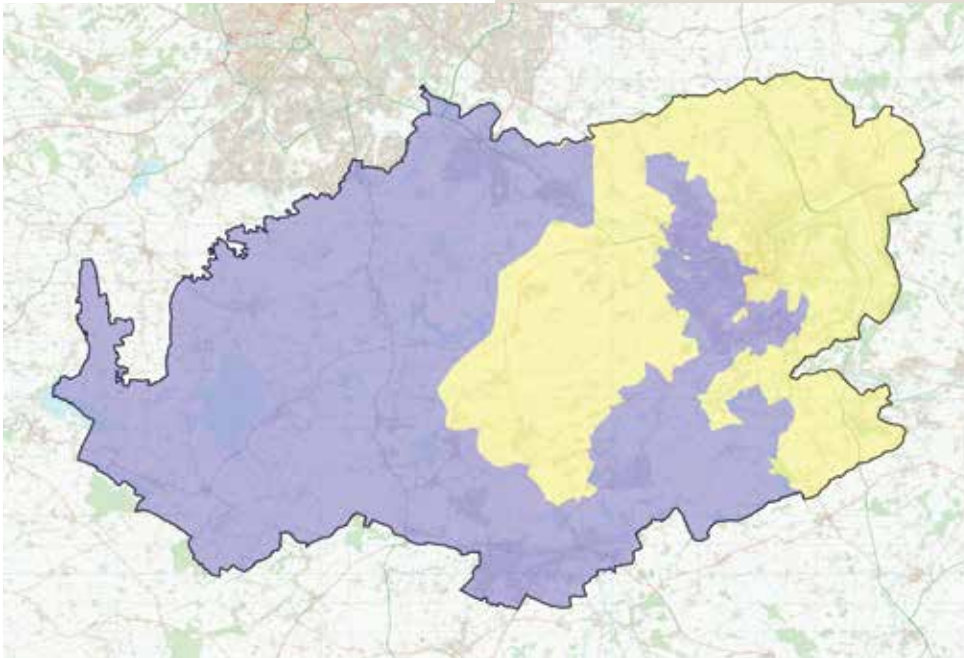
Geographic two-way Split for Affordable Housing

(shown at a reduced scale for the purposes of inclusion in this document)

KEY

- 30% Target
- 40% Target
- District Boundary

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Appendix 3: Policies Map Revisions

Strategic Site Allocation for Land adjoining Odd Down, Bath and the revised detailed Green Belt boundary

KEY

- Green Belt
- Strategic Site Allocation





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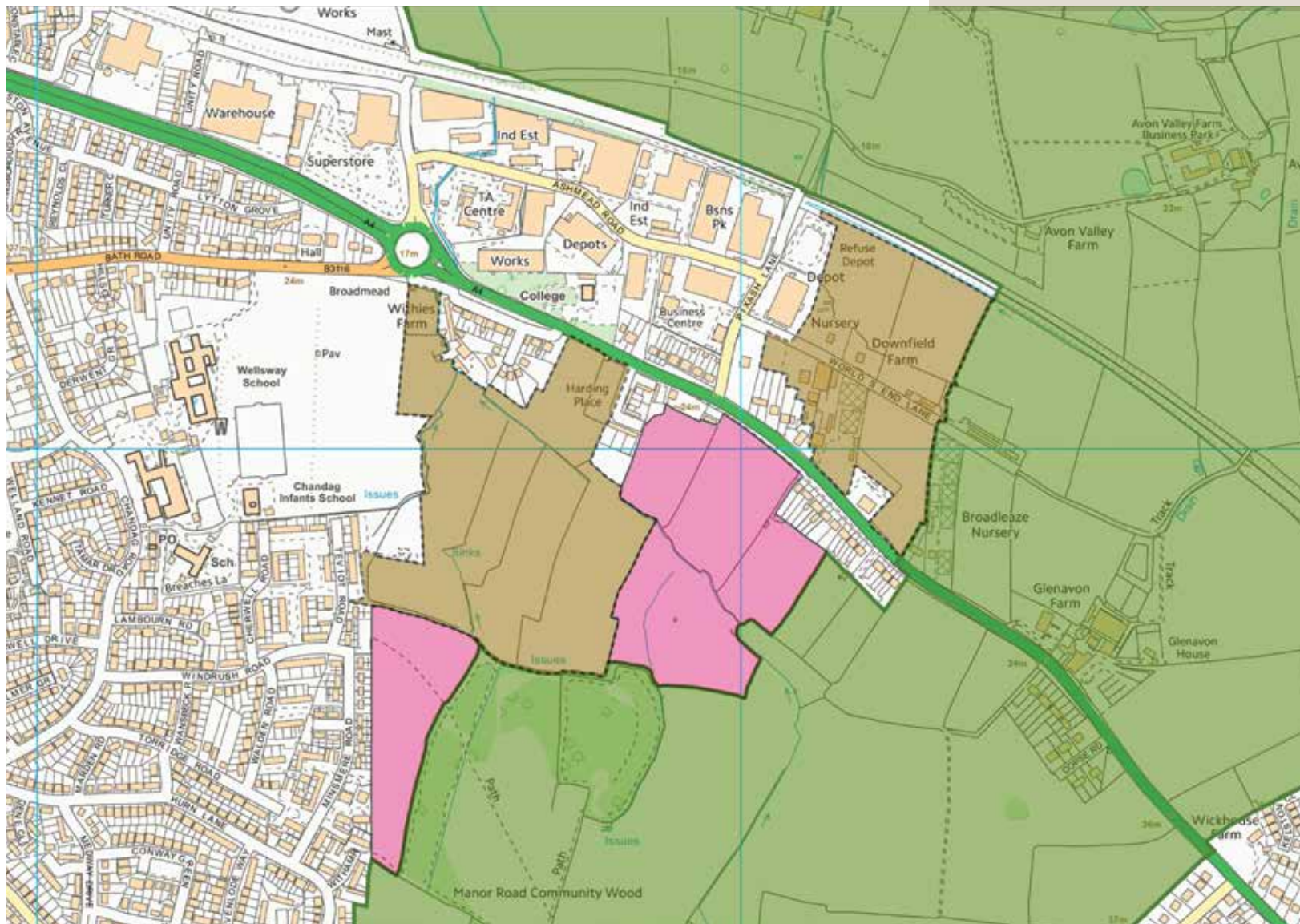
Appendix 3: Policies Map Revisions

Strategic Site Allocation for Land adjoining East Keynsham and the revised detailed Green Belt boundary and safeguarded land

KEY

-  Green Belt
-  Strategic Site Allocation
-  Safeguarded Land
-  Housing Development Boundary




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Appendix 3: Policies Map Revisions

Strategic Site Allocation for Land adjoining South West Keynsham and the revised detailed Green Belt boundary

KEY

-  Green Belt
-  Strategic Site Allocation
-  Housing Development Boundary

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Issues

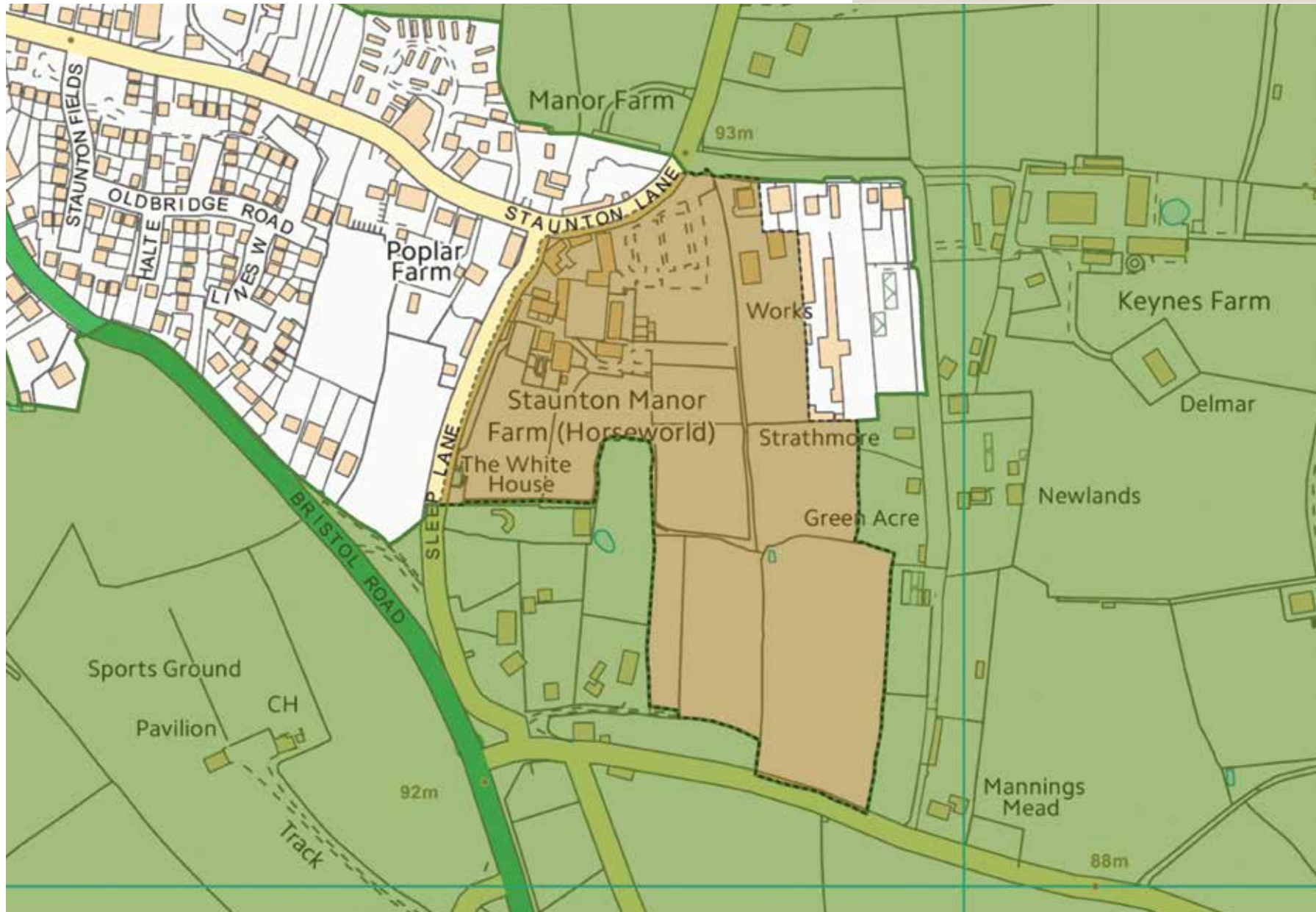
Appendix 3: Policies Map Revisions

Strategic Site Allocation for Land at Whitchurch
and the revised detailed Green Belt boundary

KEY

-  Green Belt
-  Strategic Site Allocation
-  Housing Development Boundary

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Glossary

Affordable Housing (AH)

Housing that meets the needs of households whose income does not allow them to rent or buy at prevailing local market prices. It can include social rented housing i.e. rented housing owned and managed by local authorities or Registered Social landlords for which guideline target rents are determined through the national rent regime or intermediate housing where housing prices and rents are above social rent but below market prices or rents.

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.

'Anchor Loads'

A relatively large heat load that requires heat more or less continuously. It particularly helps to run the district heating system efficiently.

Annual Monitoring Report (AMR)

Part of the Local Development Framework, the Annual Monitoring Report will assess the implementation of the Local Development Scheme and the extent to which policies in Local Development documents are being successfully implemented.

Area of Outstanding Natural Beauty (AONB)

An area of countryside considered to have significant landscape value. The primary purpose of the AONB designation is to conserve and enhance the natural beauty of the landscape, with two secondary aims: meeting the need for quiet enjoyment of the country side and have regard for the interest of those who live and work there. AONBs are created under the same legislation as National Parks and the Government has recently stated that AONBs and National Parks have equal status when it comes to planning consent and other sensitive issues.

Accessibility

The ease with which a building, place or facility can be reached by people and/or goods and services.

Allowable Solutions

To comply with the 2016 Building Regulations new zero carbon homes will need to account for the carbon emissions that are not expected to be achieved on site. This can be achieved through 'Allowable Solutions' where the developer will make a payment to an Allowable Solutions provider, who will take the responsibility and liability for ensuring that Allowable Solutions, which may be small, medium or large scale carbon-saving projects, deliver the required emissions reductions. Some local authority areas have Allowable Solutions policies attached to local energy requirements, which is an approach being considered by Bath and North East Somerset Council.

Biodiversity

Biodiversity includes all species of plants and animals, their genetic variation and the ecosystems of which they are a part.

Biomass

Material that is derived from living or recently living biological organisms. In the energy context it is often used to refer to plant material, however, by-products and waste from livestock farming, food processing and preparation and domestic organic waste, can all form sources of biomass. With such a wide range of material potentially described as biomass, the range of methods to process it must be equally broad.

Brownfield land or site

Brownfield land/site or previously developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.

The definition includes defence buildings, but 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, which, although it may feature paths, pavilions and other buildings, has not been previously developed.
- 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 (to the extent that it can reasonably be considered as part of the natural surroundings).

There is no presumption that land that is previously-developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed.

Previously-developed land may occur in both built-up and rural settings. In the sequential approach this is preferable to greenfield land.

Code for Sustainable Homes (CSH)

The Code for Sustainable Homes (CSH) aims to achieve a step-change in environmental performance of new UK homes. The code is targeted at architects, homes designers and builders of new homes. It covers water use, waste generation, and the use of low-polluting materials and processes.

Combined Heat and Power (CHP)

A system in which the heat associated with electricity generation is also used for space heating or process heat. In this way the overall efficiency of the process in terms of the proportion of the energy in the biomass fuel that is made use of is increased considerably. Also known as co-generation.

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.

Cordon Sanitaire

A zone where no development will take place.

Core Strategy

The long-term spatial vision and strategy for the area, including the key strategic policies and proposals to deliver that vision.

Decentralised energy

Producing energy on a local scale away from the conventional large scale power plant production process.

Demographic

The study of the characteristics of human populations, such as size, growth, density, distribution, and vital statistics.

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.

Development Plan Document (DPD)

Spatial planning documents that are subject to independent examination, and together with the relevant Regional Spatial Strategy, will form the development plan for a local authority area for the purposes of the Act. They can include a Core Strategy, Site Specific Allocations of land, and Area Action Plans (where needed) and other Development Plan Documents. They will all be shown geographically on an adopted Policies Map. Each authority must set out the programme for preparing its Development Plan Documents in the Local Development Scheme.

District-wide

A term applying to the whole of Bath & North East Somerset.

Flood Plains

Flood plains are generally flat-lying areas adjacent to a watercourse, tidal lengths of a river or the sea where water flows in times of flood or would flow but for the presence of flood defences where they exist.

Geodiversity

Incorporates all the variety of rocks, minerals and landforms and the processes that have formed these features throughout geological time.

Geothermal heat

Geothermal energy is that produced naturally by the earth. In the form of steam or of water, this energy can be harnessed to warm up buildings or as a power supply and, since such heat is produced on a continual basis, it is considered a type of renewable energy. Greenfield land or site Land which has not been developed before or land where evidence of previous development has gone. Applies to most sites outside built-up area boundaries.

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.

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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 positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include designated heritage assets and assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).

Higher Value Added

More productive businesses, sometimes called "high value" businesses, demonstrate more competitive advantage. They normally tend to use specialist knowledge, efficient processes and less materials which produce more value. These types of businesses can compete not only on a local scale, but on a national and international scale. That is, generally speaking they can bring in income from outside any area, and are not dependent on indigenous trade alone. A healthy economy therefore relies on having the right amount of higher-value, competitive activities in it.

Historic environment

The historic environment is all designated and non-designated features of historic, architectural, archaeological or artistic interest. This includes World Heritage Sites, listed buildings, conservation areas, historic parks and gardens, and scheduled monuments. It also includes their settings; the wider urban and rural landscape and the potential for unrecorded archaeology.

HMOs

Houses in Multiple Occupation – dwelling occupied by three or more people who form two or more households.

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.

Infrastructure

A collective term for services such as roads, electricity, sewerage, water, children's services, health facilities and recycling and refuse facilities.

Intermediate housing

Intermediate housing is submarket housing which is above target rents but below open market levels. This includes various forms of shared ownership housing, key worker housing and submarket rent provision.

Local Development Framework (LDF)

The name for the portfolio of Local Development Documents that provides the framework for delivering the spatial strategy of the area. It consists of the Development Plan documents, a Statement of Community Involvement, the Local Development Scheme, and the Annual Monitoring Report.

Local Development Document (LDD)

Collective term for Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.

Local Development Scheme (LDS)

Sets out the programme for preparing Local Development Documents.

Local Strategic Partnership (LSP)

A local partnership of businesses, voluntary organisations, community groups and public organisations charged by central Government with the statutory duty to prepare a community strategy for a particular locality. Underpinning and supporting the LSP are various thematic partnerships such as the Crime and Disorder Reduction Partnership and children's trust, which are responsible for tackling specific agendas and delivering service improvements.

Local Transport Plan (LTP)

5 year strategy prepared by each local authority for the development of local, integrated transport, supported by a programme of transport improvements. It is used to bid to Government for funding transport improvements.

Low carbon economy

A concept that refers to an economy which has a minimal output of Greenhouse Gas emissions into the biosphere, but specifically refers to the greenhouse gas carbon dioxide.

Masterplan

A document outlining the use of land and the overall approach to the design and layout of a development scheme in order to provide detailed guidance for subsequent planning applications.

Mitigation

Measures which are put in place to reduce or minimise the impact of a proposed action.

Mixed use developments

Developments that include a mixture of more than one of the following: housing, employment, leisure, shopping and community facilities.

Natura 2000 (NK2)

An ecological network of marine and terrestrial areas of international importance designed to conserve natural habitats and species of plants and animals that are rare, endangered or vulnerable in the context of the European Community designated under the Birds Directive (Special Protection Areas, SPAs) and the Habitats Directive (Sites of Community Importance, SCIs, and Special Areas of Conservation, SACs).

National Planning Policy Framework (NPPF)

Document which set out the government's planning policies for England and how they are expected to be applied.

Previously developed land

See brownfield land or site.

Primary Frontages (or Primary Shopping Frontages)

Primary frontages include a high proportion of retail uses. They are defined on the Policies Map.

Primary shopping area

An area where retailing and the number of shops in a town centre is most concentrated.

Priority Species

Priority species are those which are rare, threatened or declining in distribution and/or number.

Policies Map

The Policies Map (formerly the Proposals Map) 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.

Public Realm

All space to which the public has ready physical and visual access.

Regeneration

The process of upgrading an area through social, economic and infrastructure investment and improvement.

Renewable energy

Energy generated from the sun, the wind, hydro power and plant material (biomass).

Rural Exception Site

Sites solely for the development of affordable housing on land within or adjoining existing small rural communities, which would not otherwise be released for general market housing.

Safeguarded Land

A greenfield site not allocated for development but excluded from the Green Belt to provide for development needs beyond the Plan period.

Scheduled Ancient Monument

A nationally important archaeological site or historic building, given protection against unauthorised change, as defined in the Ancient Monuments and Archaeological Areas Act 1979.

Sequential Test

The NPPF advocates that planners use a sequential test when considering land allocations for development to avoid flood risk where possible. The risk of flooding to the site should be assessed and the land should be classified into the appropriate flood zone (1 Flood zones and 2 Flood Risk Vulnerability Classification of the Technical Guidance to the NPPF).

Secondary Frontages (or Secondary Shopping Frontages)

A shopping area, secondary to the primary shopping frontage that provides greater opportunities for a diversity of uses.

Settlement

Collective term for towns, villages and hamlets.

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.

Site Size Threshold (Affordable Housing)

The minimum number of affordable homes that can be provided on a site provided there is robust evidence justifying both the need for affordable housing and the threshold. Whether or not affordable housing should be provided, and if so how much, will depend on the particular circumstances of each case, taking into account for instance viability.

Smart Growth

Growth that promotes a higher value added economy rather than relying on volume growth.

Glossary

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Social rented housing

Housing which is available to rent at below market levels. Lower rents are possible because the Government subsidises local authorities and registered social landlords in order to meet local affordable housing needs.

Spatial

Relating to changes in the distribution of activities in space and the linkages between them in terms of the use and development of land.

Spatial Vision

A description of how the area will be changed by future planning through the Core Strategy.

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 the NPPF.

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.

Strategic Objectives

Spatial Objectives describe the outcome to be achieved through the Core Strategy in order to realise the Spatial Vision.

Spatial Planning

Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use, for example, by influencing the demands on or needs for development, but which are not capable of being delivered solely or mainly through the granting of planning permission and may be delivered through other means.

Stakeholders

Groups, individuals or organisations which may be affected by or have a key interest in a development proposal or planning policy. They may often be experts in their field or represent the views of many people.

Statement of Community Involvement (SCI)

The Statement of Community Involvement (SCI) sets out the approach of the authority to involving local communities in the preparation, alteration and review of Local Development Documents and in the consideration of planning applications.

Supplementary Planning Document (SPD)

Supplementary Planning Documents (SPDs) provide additional detail to show how policies in Development Plan documents should be implemented. This may include Design Guides, Development Briefs and topic based papers. SPDs are not subject to independent examination; however, community involvement in their preparation will be important. These documents will also be taken into account in planning decisions.

Surface Water Run-off

When rain water lands on a surface, depending on how porous the surface is, will result in the amount of surface water run-off. Minimal surface water run-off helps reduce flooding and strains on existing drainage systems. Reduce surface water run off can be reduced through methods such Sustainable Urban Drainage Systems (SUDS) and Green Roofs.

Sustainable communities

'Sustainable communities meet the diverse needs of existing and future residents, their children and other users, contribute to a high quality of life and provide opportunity and choice. They achieve this in ways that make effective use of natural resources, enhance the environment, promote social cohesion and inclusion and strengthen economic prosperity.' (Source: The Egan Review, ODPM, 2004)

Sustainable construction

Sustainable construction is the name given to building in an energy efficient way. The incorporation of many new technologies and energy saving techniques into a building can dramatically reduce the CO2 emissions and carbon foot print of a building. Initiatives include grey water recycling systems, solar panels, home recycling, wind turbines and ground water heating systems.

**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 Urban Drainage Systems
(SUDS)**

Sustainable Urban Drainage Systems (SUDS) are concerned primarily with the drainage of rainwater from developed or urban areas, often involving rainwater re-use.

Urban Design

The art of making places. It involves the design of buildings, groups of buildings, frameworks and processes, which facilitate successful development.

Valued Habitats

Valued habitats are defined as habitats of principle importance (defined by Section 74(2) of the Countryside and Rights of Way Act 2000), ancient woodland (woodland that has been in continuous existence since at least 1600 AD [DEFRA, 2005]) and aged or veteran trees (a tree that is of interest biologically, culturally or aesthetically because of its age, size or condition [Veteran Tree Initiative, 2000]).

Viability Study (affordable housing)

Up-to-date assessment of the financial implications of the level of affordable housing that can be delivered without having an adverse impact on scheme.

World Heritage Site

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