

Bath and North East Somerset

Settlement Classification



Core Strategy Information Paper
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**Bath & North East
Somerset Council**



Settlement Classification information paper

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1. Context for settlement classification

This information paper explains the background behind the settlement classification in the Core Strategy options document. The structure for the settlement classification is provided by the Regional Spatial Strategy (RSS) as follows:

Development policy A - Strategically Significant Cities and Towns (SSCT's)

The primary focus for development in the South West will be those places which offer the greatest opportunities for employment and the greatest levels of accessibility.

-identified in the RSS. For Bath and North East Somerset this is Bath.

Note: Bristol is also identified as a SSCT which directly affects Bath and North East Somerset in the form of the proposed urban extension to south east Bristol.

Development policy B – market towns

Development should increase self-containment of the places identified, develop their function as a service centre, secure development which can address regeneration needs and where there is potential to maintain and develop sustainable transport modes.

-to be identified in the Core Strategy

Development policy C – small towns and villages

Development that supports small scale economic activity, extends range of services, meets local housing need and promotes self containment.

- to be identified in the Core Strategy

Along with the other SSCTs in the region, Bath has been identified through the RSS as a primary focus for development. Discussion surrounding the implications of this is in the Bath chapter of the spatial options document and supporting information paper. In the Core Strategy the policy B towns are proposed as Keynsham, Midsomer Norton and

Radstock based on their existing significant role for the District (see section 2 below). Having assessed which villages should be identified as policy 'C' settlements, a number of options for villages which should be selected are set out in the Core Strategy Options document. This information paper focuses mainly on the rationale behind the policy C villages options (see section 3).

2. Policy 'B' settlements

In line with the RSS most of the new development outside of Bristol and Bath will be directed towards to the policy 'B' settlements as the focus for locally significant development aimed at increasing their self containment. The RSS says that they should play the role of market towns with an existing concentration of facilities and services that are used by local residents and surrounding communities. In light of their existing roles and functions, it is proposed that Midsomer Norton, Radstock and Keynsham be defined as RSS Policy B towns.

These towns act as centres for local services and employment and have good connections to the main urban areas of Bristol and Bath by road and public transport. Keynsham is particularly well connected by public transport as it has a mainline rail service. The spatial options for these towns are brought forward in the Core Strategy spatial options document and the detail is not repeated here. More detailed information is also available in the evidence base that supports the Local Development Framework which can be viewed on the Council's website. Some of the most salient points in supporting 'B' status for these towns are summarised here.

2.1 Keynsham

After Bath and Midsomer Norton, Keynsham is the largest urban area in Bath and North East Somerset. The existing Local Plan recognises that the town is suitable for significant levels of development and classifies it as an 'urban area'.

Business & Employment

Since 1991 there has been an increase in distribution-based employment, a very large increase in public administration employment, and a decline in manufacturing

employment. A significant proportion of jobs in Keynsham are provided by a few key employers. Bristol provides a significant source of employment for Keynsham residents. The Ashmead Park Industrial Estate provides the bulk of the town's floorspace in the industrial sector. The retention of this site is seen in the Local Plan as essential in the interests of preventing growth in outward commuting from the town. The Wider Bath and North East Somerset Business Plan (2006) argues that Keynsham has opportunities to achieve greater self-containment by attracting investment on the basis of its quality of life and accessibility. Improvements to the High Street and its retail offer would increase its attractiveness to business. The 'Centre', a 1960s development comprising retail units, the town hall, library, a town square and rear servicing and parking has been identified in the Core Strategy as a potential redevelopment site. The nature of this development is currently not conducive to pedestrian movement, a sense of place or civic life. The physical form is a constraint on retail activity and the vitality of the town centre. The site has potential to be a significant mixed use regeneration site. Future retail provision in this area is of crucial importance in order to balance the future foodstore development at Charlton Road to ensure strong anchors at either end of the High Street. The Somerdale site is also an important potential redevelopment site, with the current chocolate factory due to close in 2011. The Business and Employment Land Study sees Somerdale as the key development site in the town.

Services

Keynsham town centre consists largely of a single street (High Street / Temple Street) along which most of its shops and services are located. The town centre serves the day to day shopping needs of local residents and those of the surrounding rural areas. It currently contains a reasonable range of comparison and convenience shops however representation of national multiples is limited. There are a significant number of charity shops and financial/property services, a small number of specialist shops and low vacancy rates. There is significant diversion of expenditure from Keynsham to Bath and more particularly to food stores and retail warehouses in Bristol, although this should be reduced once the new supermarket in the town centre is complete, resulting in the overall modernisation and improvement of the town's food shopping facilities. Keynsham also contains a number of local neighbourhood centres, which provide for day to day and top-up shopping needs (Queen's Road and Chandag Road). Keynsham has the potential to be an attractive focal point serving the local community as a 21st Century market town.

As a result, Keynsham is seen in the Retail Strategy as “a local centre for a growing community, building on its existing Fairtrade status”. Keynsham has an opportunity to become a ‘first choice’ local convenience centre; a place where the local population are able to obtain everyday goods - primarily food - without having the need to travel to the larger neighbouring centres. Keynsham already provides a good number of services, which sets a context for its role as a key local centre. Some uses where there is an opportunity to develop representation are in convenience goods, such as food and household products; basic comparison goods, such as inexpensive electrical goods, gardening products and housewares; and catering outlets, both during the day and the evening, meeting the needs of the catchment profile and, in particular, families. Bath and North East Somerset Council offices are located towards the southern end of the High Street and this acts as a major employer within the area. Keynsham leisure centre is also located just off Temple Street.

Keynsham also benefits from the presence of highly attractive public open spaces, in very close proximity to the town centre. Keynsham has the largest amount of provision per person overall in the District. Provision mostly lies with Keynsham Memorial Park providing the formal element and Manor Road Community Woodland Local Nature Reserve providing the natural element. There is however a high overall deficiency in playing pitches.

There are a total of 6 state primary schools and 2 state secondary schools in Keynsham. Further (and Higher) education is provided by Norton-Radstock College which has a branch in Keynsham.

The Council has for some time been investigating the possibility of developing an integrated waste management facility (or “Environment Park”) to manage the waste it collects. A closed landfill site together with other land at Broadmead Lane in Keynsham has been identified as a sustainable location and has been allocated in the Local Plan (site K3) and in the Joint Waste Core Strategy. The facility would focus on recovery of value from wastes including recycling, composting and energy.

In terms of access to these services, Local Futures work (2007) indicates in all 3 wards in Keynsham at least 99% of households are within 2km of the following key services:

bank/building societies, cash machines, doctors surgeries, job centres, libraries, petrol stations, post offices, primary schools, secondary schools and supermarkets.

Sustainable transport

Keynsham is bounded by the A4 to the north of the town, the main road link between Bristol and Bath, which accommodates good bus links. The town lies on a major railway line running from the west coast to the east coast of the UK. Although high speed trains do not stop here, local trains provide links to Bristol and Bath to connect with high speed train services. Rail offers a sustainable alternative to the use of the private motor vehicle and there is potential to improve upon the existing rail services. However, the number of people commuting to work from Keynsham, particularly to Bristol, has been high since the 1950s, with more than 63% of its employed residents travelling elsewhere to work in 2001. The majority of trips to work from Keynsham are medium to long journeys rather than short trips (i.e. 5-10 km or more).

Whilst there are high levels of commuting to work, information from Local Futures (2007) which draws on the census (2001) highlights that the percentage of residents using public transport to travel to work is substantially higher than the average for the district (average of 18.06% across the 3 Keynsham wards against the district's average of 10.52%). This is a positive attribute which contributes to Keynsham's suitability as a 'B' town.

Redevelopment and regeneration is a key requirement if Keynsham is to fulfil its potential in serving the local community. The catchment population of Keynsham could grow significantly over the strategy period to address the need for housing. Keynsham's role will therefore rise. The scale and mix of development should aim to increase the self-containment of Keynsham and develop its function as a service centre; the principle of this is in line with RSS development policy B.

2.2 Midsomer Norton and Radstock

Midsomer Norton and Radstock are located approximately 12 miles south west of Bath and 16 miles south east of Bristol. The population of Midsomer Norton and Radstock totals around 21,600 making it the second largest urban area in Bath and North East Somerset.

Business and Employment

The two towns are located in an area which was formerly part of the Somerset coalfields and retain a rich industrial heritage, and an engineering skills base. The working age population makes up 71.6% of the total, a proportion which is considerably higher than for the whole of Bath and North East Somerset which has a proportion of 61.4%, as well as Bath at 65.9%, and the UK figure of 63.76%. 24% of jobs are in manufacturing, double the district, national and regional averages. Together, Midsomer Norton and Radstock account for around 15% of employment in Bath and North East Somerset. 56% of the residents in the area travel elsewhere to work.

Over recent years there has been a loss of industrial jobs in the area, and there is a need to strengthen the local economy to address this. There are however many successful small/medium businesses competing within national and international markets and according to the Employment Land and Business study (2009) Midsomer Norton and Radstock remain strongly linked economically to the major urban settlements. The study identifies an aim to provide more space for industrial businesses to capitalise on the local knowledge and expertise in the area which is the legacy of its industrial past. There is sufficient employment land available to enable regeneration which will move towards the local objective of economic diversification to replace lost jobs, and address the imbalance between housing and jobs, and reduce out-commuting.

The town centres are proposed as strategic sites in the Core Strategy Spatial Options document showing the commitment to their regeneration to regain their importance as employment centres for their communities and the surrounding communities strengthening self-containment. The decline in the role of the towns as centres for employment is therefore set to be reversed through regeneration which aligns with the principles of RSS policy B.

Services

Midsomer Norton and Radstock were part of the Market and Coastal Town Initiative identified by the South West of England Regional Development Agency. The Retail Strategy (2009) defines both Radstock and Midsomer Norton as market towns which in itself supports the RSS definition of policy B settlements. The Retail Strategy goes on to capture the role of these towns further with Midsomer Norton considered to be a 'local

centre and market town for a wide catchment' that should develop as a '21st century market town' and Radstock as a 'convenient centre for a growing community and a stopping point on the visitor map'.

Ward profile data (2007) provides further evidence of the good accessibility to services in these settlements. This data uses scores of A-E with 'A' indicating that the area is within the top 20%, while an 'E' grade indicates that it is in the bottom 20%. These ranks are allocated in the district context, the regional context and within the context of all wards in England and Wales. With this in mind, Radstock scores a 'B' for access to services in terms of the South West region (is within the top 40%) and a 'C' in the context of the District. Midsomer Norton South, Redfield and Westfield all score 'A' in terms of the region, and 'A' within the District – with the exception of Westfield which scores 'B' in the context of the District. These ratings indicate that the catchment of the towns have better access to services than many parts of the district and region.

Further breakdown of the access to services information details further the good level of access to a range of services offered in these towns. The indicator is based on percentage of households within 2 km of various services. This indicator identifies that 100% of households in Radstock, Midsomer Norton North, Midsomer Norton Redfield and Westfield live within 2 km of a bank/building society, cash machine, doctors surgery, library, petrol station, post office, primary school and supermarket. Services which less than 100% of households have good access to include secondary schools in Radstock (86.13%) and access to job centres (Radstock 0.14%, Westfield 93.60%).

Sustainable transport

The A367 links the towns to Bath to the north, as well as Shepton Mallet in Mendip to the south. The A362 runs East-West through the towns connecting them to Frome to the East and to the A39 leading toward Wells to the West. Whilst there is no longer an operative rail link, there are several bus routes that serve the towns connecting them to Bath, Bristol, Frome, Wells and Shepton Mallet with at least hourly services, as well as to other villages in the rural areas.

The Local Futures work (2007) identifies from census information (2001) that in Midsomer Norton Westfield (13.82%), Midsomer Norton Redfield (11.72%) and Radstock (14.09%)

the percentage of persons travelling to work by public transport is higher than the average for the district (10.25 %). The percentage is however slightly below average in Midsomer Norton North Ward.

This use of public transport should be maintained and enhanced in line with RSS policy B; and improvements through the proposed Greater Bristol Bus Network will facilitate this.

Radstock is linked with a national cycle network and sustainable transport routes are proposed between Radstock, Midsomer Norton and surrounding settlements. This will encourage higher levels of walking and cycling reducing needs for travel by car, strengthening the self-containment which aligns with the principles of policy B

2.3 Community facilities in the Policy B settlements

Section 3 of this paper discusses the community facilities audit completed in 2008 in more detail, and how it relates to the identification of the policy 'C' villages. The table below shows some of the key information from the initial round of this audit in March 2008 as relevant to the policy B settlements. It is apparent that the levels of these key services are higher than of those in the policy C villages and together with the Local Futures information this demonstrates the settlements' roles as service centres, as they support several doctors, pharmacies, dentists and opticians.

	Community meeting place	Sports facility	Children's Play area/grounds	GP practice, surgeries	Pharmacy	Dentist	Optician
Norton Radstock	10	3	4	4	4	4	4
Keynsham	10	5	9	3	2	5	3

2.4 Existing commitments

Keynsham, Midsomer Norton and Radstock have existing commitments for housing and employment uses (either sites with planning permission or allocated in the Local Plan) that will continue to strengthen their role and self containment and that confirm their status as 'B'. The existing commitments for housing in these towns makes up a large proportion of the towns' total housing figure for the Core Strategy period. The table below shows some key information on these towns based on the existing (Local Plan) position and presents the breakdown of the existing commitments discussed in the respective chapters of the spatial options document.

Settlements (Population data from Census 2001)	Bath and North East Somerset Local Plan Adopted October 2007	Existing housing commitments	Employment Allocation in Local Plan	Infrastructure / Environmental Constraints & Opportunities
Midsomer Norton (North, Redfield and Westfield) Pop: 16,049	Urban area in policy SC.1	Local Plan allocations without planning permission: 282 dwellings Completions since 2006/07: 143 dwellings Sites with planning permission but not yet complete: 171 dwellings	15.82ha allocated as part of mixed use site 0.8ha allocated for employment uses	Infrastructure Delivery Plan is being prepared
Radstock Pop: 5,276	Urban area in policy SC.1	Local Plan allocations not yet complete: 30 dwellings Completions from April 06-March 09: 81 dwellings Sites with	4.8ha allocated as part of mixed use site	Flooding Sequential Test to be completed as part of the urban area is highly prone to flooding. (Flood zone 2 and 3) Infrastructure Delivery Plan is

		planning permission but not yet complete: 247 dwellings		being prepared
Keynsham Pop: 15,533	Urban area in policy SC.1	Total existing commitments: 815 Local Plan allocations not yet complete: 550 dwellings Completions since 2006/07: 121 dwellings Sites with planning permission but not yet complete: 144 dwellings	10ha of land for business development (B1, B2 and/or B8) at Somerdale (K1) At least 1.5ha of land for business uses (B1) at South West Keynsham (K2)	Flooding Sequential Test completed (part of town centre strategic site is in zone 2) Infrastructure Delivery Plan is being prepared

2.5 Other settlements considered for 'B' status

These towns are clearly identifiable as fulfilling the roles and functions required under development policy B of the RSS. Other settlements were also assessed as to whether they should be classified under policy B of the RSS.

Peasedown St John: With the development of the Bath Business Park the significance of its role for the district is emerging and along with Paulton, Peasedown St John has a large proportion of the existing housing commitments in the rural areas. It does not however provide all the services to meet the needs of the village, and residents must look to Midsomer Norton/Radstock and Bath for this. The role of Peasedown St John is as a local service centre, and as current regional policy promotes strengthening of the existing roles of settlements rather than promoting a change of role; a designation of Peasedown as a policy 'B' settlement would suggest an inappropriate shift in the role of the village. It is therefore not presented as a 'policy B town'.

Paulton: The closure of the Polestar Purnell Printing Factory site saw a significant loss of jobs in the village. However, there are opportunities for future employment provision at this site as well as the Old Mills site. There is also a high level of existing housing commitments at Paulton and increases in housing and the decrease in employment has not contributed to an increase in the self containment of the village and it does not operate as a service centre for the wider area. There is limited service provision in the village and (as in the case of Peasedown St John) the role of Paulton is as local service centre as it looks to Midsomer Norton/Radstock and Bath for wider service provision. For these reasons Paulton is not presented as a 'policy B town'.

3. Policy 'C' villages

In line with national policy (Planning Policy Statement 7 and Planning Policy Statement 1), the draft RSS sets out a general policy of development restraint in the rural areas but suggests that some of the larger villages should allow for development that will meet local need, in particular; economic development. Development in these villages should promote self containment and strengthen local communities. Accessibility to facilities is key to promoting this and is central to the role of the 'C' villages.

In identifying the policy C villages for the District it has been important to understand the existing strengths of the villages in terms of facility provision and access to public transport. Facilities are key to promoting self containment and to allowing people more opportunity to live without reliance on the private car to meet at least their daily needs locally. So, the starting point was to consider the quantity and range of facilities through a community facilities audit, along with an analysis of public transport provision. Considered together, the most sustainable villages were highlighted. This information paper now discusses the methodology behind the community facilities audit, before detailing how the information from this audit has contributed to the identification of policy options for the policy C villages.

3.1 Community facilities audit

In March 2008 all parish councils were contacted requesting information on the community facilities within the villages in their parish. This information was collated, and

in November 2008 was circulated again to all parish councils for verification and to update where applicable. The response rate from the parish councils was very good, with responses lacking from only 3 parish councils for which existing information was used. This information provided the base line information for the community facilities audit (final version at Appendix 1).

The baseline community facilities audit grid listed the villages in descending population order. The grid was then populated with the information on the number of each type of facility for each village. Facilities included are: post office, garage, petrol station, library/mobile library, sports facilities, children's play areas, doctor's surgery, pharmacy, dentist, shops, banks, pubs/cafes/takeaways, pre-school provision, schools, workshops, offices, factories and other sources of employment.

It follows that the villages with the larger population tend to have the larger range of facilities. To clearly present which villages hold the most facilities, each cell of the grid was highlighted to show the number of facilities; yellow if there was one of the facility and pink if two or more. This created a visual representation of the number of facilities in each village. The grid was then divided into three broad sections based on the number of gaps across the range of facilities.

The division of the grid was initially based on broad trends rather than a set threshold. The group of villages at the top of the table clearly had the greatest range of facilities, and this translated to no more than 5 gaps across the range (classified as good). The middle group (classified as reasonable) were initially defined as having no more than 11 gaps, and villages with more than 11 gaps were classified as having limited facilities and are therefore in the bottom group. The middle group is further defined by the number of key facilities that it has, and this is discussed further later in this section.

Analysis of the range of facilities is therefore summarised in terms of the number of gaps across the range:

Section in audit grid	Range of facilities
Good	No more than 5 gaps
Reasonable	No more than 11 gaps
Limited	Over 11 gaps

Following on from the range of facilities, the level of key facilities was considered. The key facilities are those that allow people to meet their daily needs within the village.

In line with the RSS, and the Access to Rural Services work carried out by Community Action; these are post office, shop, school and community meeting place. The Access to Rural Services work highlights the importance of these facilities in playing vital social and community roles and in supporting those who are isolated, vulnerable or deprived.

These key facilities were then highlighted in the audit grid. Understandably the villages in the top section contained all four key facilities. It was identified that the second group of villages did not contain all four key facilities, but it was decided that to continue to be considered as having a reasonable provision of facilities that they should have at least three. The grid groupings were rearranged to reflect this, so despite having no more than 11 gaps; some villages dropped to the 'limited facilities' tier if they had less than 3 key facilities. The criteria for the reasonable section of the grid thus emerged as villages with at least 3 key facilities AND no more than 11 gaps.

Together with the range of facilities, this is summarised as:

	Range of facilities		Key facilities – community meeting place, post office, shop and primary school
Good (select 'C' list)	No more than 5 gaps	AND	All 4 key facilities
Reasonable (extensive 'C' list)	No more than 11 gaps		At least 3 key facilities
Limited (non 'C' villages)	Over 11 gaps		Less than 3 key facilities

The result of this analysis of the relative levels of facilities in each village is the categorisation of villages into three groups and this provides the context for the completed grid at Appendix 1. This sets the framework for the policy options which are based on either a **select** list of settlements (in the ‘good’ section of the grid) or an **extensive** list (based on those in the ‘good’ and ‘reasonable’ section) and this is discussed further in section 3.3. It should be noted that villages are listed as a part of their parish for completeness, and so some will appear to be further up the grid than expected.

3.2 Public transport

Following on from the analysis of community facilities in the rural areas, appropriate levels of public transport were considered. It is recognised that public transport is limited throughout the rural areas, and that by the nature of rural areas providing viable and sustainable public transport services is inherently difficult. So whilst public transport is an important consideration, its limitations and difficulties have been borne in mind.

Buses are the main form of public transport to the villages; however one village (Freshford) has the benefit of being on the railway network. Bus services to the villages are shown in the map at Appendix 2 and are categorised as at least hourly Monday-Saturday, less than hourly Monday-Saturday, less than 6 days a week or no public bus service.

The information on the level of public transport provision has been added as a column to the community facility audit grid (Appendix 1) as follows:

	At least hourly	At least daily Mon-Sat	Less than daily
Public transport	√	↔	X

Access to public transport provides a more sustainable alternative to the car and connects those without a car to a wider range of services, contributing to the sustainability of the village and social inclusion.

The policy ‘C’ villages should therefore have a comparatively good level of service and the following table indicates what would be most appropriate as minimum levels under each option.

Public transport	At least hourly	At least daily Mon-Sat	Less than daily
Select	√		
Extensive	√	↔	

The candidate ‘C’ settlements contain these frequencies of service, and this has been considered together with the level of facilities. There has been some flexibility to consider the relative roles of the villages and as such Chew Magna and Timsbury (despite an ‘orange’ ranking for public transport) remain in the select list due to their comprehensive range of facilities.

Dial a ride and community car scheme initiatives provide additional support for those isolated by lack of private transport. Schemes such as these are key in bridging the gaps in accessibility to public transport. Public transport, in particular bus services, remain however the main infrastructure in terms of access to facilities and jobs and so have been the primary consideration in this analysis.

3.3 Options for the ‘C’ villages

This paper has discussed the framework behind the select and extensive options and the decision surrounds whether the opportunity of policy ‘C’ status should be afforded to only the very most sustainable villages (select list), or whether it should be extended to those villages which have a moderate range of facilities and whose potential to become more sustainable could be facilitated by such a designation (extensive list).

Further information on the 'select' and 'extensive' approach is explained in the rural areas chapter, but a summary is provided here:

Select

1. Aligns to district wide option 1
2. Only the currently most sustainable villages included which fulfils the criteria of the RSS policy most directly
3. The distribution of policy C settlements across the District is reduced and this may debilitate access to community facilities for the surrounding villages
4. Limits the opportunity for more villages to secure and develop community facilities.

Extensive

1. Aligns to district wide option 2
2. Generates a wider distribution of policy 'C' villages which has wider benefits for surrounding villages
3. Provides the opportunity for more villages to enhance their role and potentially attract facilities

Green Belt villages

Within these 'select' and 'extensive' lists are the villages of Chew Magna, Chew Stoke and Pensford which differ from the other villages listed as they are currently 'washed over' by the Green Belt (Planning Policy Guidance 2, paragraph 2.11); the other villages are either not in the Green Belt or are inset in the Green Belt. To take the 'washed over' villages forward in the Core Strategy as 'C' villages would require re-consideration of this 'washed over' status. This would allow for the small scale development and promotion of the facility hub role afforded by policy 'C' status. As the villages in question are in the western part of the district (which is otherwise devoid of policy 'C' villages), their inclusion would extend the distribution of the policy 'C' villages, with benefits for the surrounding villages.

The summary of the Green Belt villages option is:

1. Ability to strengthen their role as local service centres and to increase distribution of 'C' villages to the western part of the District
2. Opportunity for limited small scale housing development to meet local need in these three villages
3. 'Washed over' Green Belt status is removed.

3.4 Exceptions

In identifying the policy 'C' villages, it has been necessary to be flexible to consider wider factors. As a result there are two villages which are not presented as policy 'C' village options despite meeting the broad criteria; Freshford and Whitchurch.

- Freshford is not taken forward due to the significant environment constraints (including location within the Cotswolds AONB) and its physical structure.
- Whitchurch is not recommended for policy 'C' status due to the implications of the new neighbourhood at South East Bristol. More information on the new neighbourhood can be found in chapter 5 of the options document and its supporting information paper.

4. Summary of settlement classification

Taking into account the information presented in this information paper, the following table summarises the proposed settlement classification in the Core Strategy spatial options document.

Regional Spatial Strategy category	Description	Settlement in Bath and North East Somerset
Strategically Significant Cities and Towns	The primary focus for development in the South West will be those places which offer the greatest opportunities for employment and the greatest levels of	Bath (designated by RSS)

	accessibility.	
Development Policy B	Should increase self-containment of the places identified, develop their function as service centres and secure development which can address regeneration needs.	Keynsham Midsomer Norton Radstock (proposed in the Core Strategy options document)
Development Policy C	Development that supports small scale economic activity, extends range of services, meets local housing need and promotes self containment.	Presented as policy options in the Core Strategy options document: Select <ul style="list-style-type: none"> • Saltford • Timsbury • Batheaston • Paulton • Peasedown St John (Chew Magna) Extensive <ul style="list-style-type: none"> • Bathford • Bathampton • Farmborough • High Littleton • Clutton • Bishop Sutton (Chew Stoke, Pensford)

Appendix 1 : Community facilities audit of villages

Settlement	Pop	CMP	SF	CPA	GP	P	D	O	PO	G	PET	L/ML	A1	A2	A3	PS	SCH	CF	WS	OFF	F	OTH	Public transport
Good facilities																							
Peasedown St John	6540	4	3	3	1	1	1		1	2	1	1	8		6	3	1		9	1	1		√
Paulton	4900	5	5	3	1	1	2		1	1	1	1	15	1	4	2	2	1	1	3			√
Saltford	3960	2	1	2	1	1	2		1	2		1	10		6	2	1	2	4	4			√
Batheaston	2671	4	3	2	1	1	1		1	1		1	10		5	2	1	1	2	3	2	4	√
Timsbury	2530	4	2	2	1	1			1	1	1	1	7		2	1	1	2	12	1	1	1	↔
Chew Magna	1187	5	2	2	1		1	1	1	1	1	1	12	2	5	2	1		2	6		6	↔
Reasonable facilities																							
High Littleton PC	2987	3		1					1	2		2	5		3	1		1	1				
High Littleton		3		1					1	2		1	5		2	1	1	1	1				√
-Hallatrow												1			1								√
Bathford	1842	2	5	1								1	3		1	1	1			1	1		↔
Bathampton	1550	4	2	1	1	1	1		1			1	2		3	1	1						↔
Clutton	1469	1	1	2					1			1	2		3	1	1					2	↔
Whitchurch	1272	5	3	1			1			1		1	3		1	1		1	4	4		3	√
Stowey Sutton	1139	3	4	2					1	2		1	4		2	1	1					2	
-Stowey													1										↔
Bishop Sutton		3	4	2					1	2		1	3		2	1	1					2	↔
Publow with Pensford PC	1058	2	1	1					1	2		1	1		3		1		1				
-Publow																							X
-Pensford		2	1	1					1	2		1	1		3		1		1				√
Farmborough	1000	4	2	2						4		1	1		3	1	1			2		8	√
Chew Stoke	866	2	3	1						1		1	3		2		1		4	6			↔
Freshford	538	4	4	1	1	1			1			1	1		1	1	1						√
Limited facilities																							
Cameley PC	2224	1	2	1	1				1	1	1	1			3	1		2				1	X
-Cameley			1																				X
-Temple Cloud		1	1	1	1				1	1	1	1			3	1		2				1	√

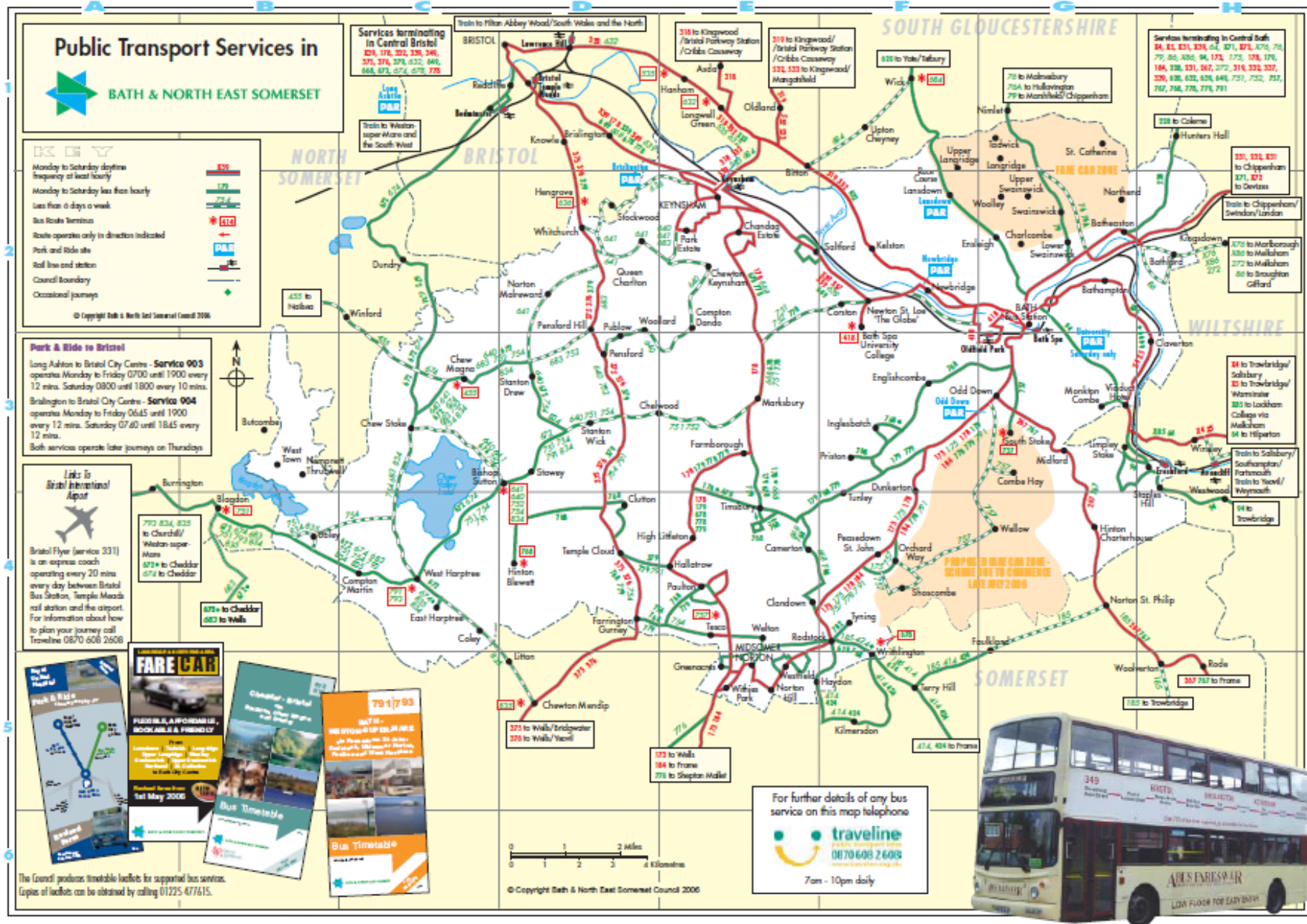
Settlement	Pop	CMP	SF	CPA	GP	P	D	O	PO	G	PET	L/ML	A1	A2	A3	PS	SCH	CF	WS	OFF	F	OTH	Public transport
Farrington Gurney	780	3	3	1							1	1	2		3	2							√
East Harptree	660	2	2	1								1	2		2	1							↔
Camerton	573	3	2	1							1	1			1				3	1		1	↔
Dunkerton PC	519	3	2	1						1		2			1	1			1			5	X
-Dunkerton		2	1									1				1			1			5	√
-Tunley		1	1	1						1		1	1		1								X
Hinton Charterhouse	413	1	2	1					1	1		1			2					1		1	√
Marksbury PC	365	3	2	2							1	2	1			1				1			
-Marksbury		2	2	2							1	1	1			1				1			√
-Hunstrete												1											X
-Stanton Prior		1																					X
Stanton Drew	768	1	1	1						1	1	1				1							↔
Compton Dando PC	555	3								1		1			1								
-Compton Dando		1								1		1			1								X
-Burnett																							X
-Queen Charlton		1																					X
-Chewton Keynsham		1																					X
Corston	501	1	1	1					1			1	1						1				X
Wellow	483	3	1	1								1	1		1	1							X
Compton Martin	469	2	1						1			1			1							1	↔
Shoscombe	435		1	1								1			1								X
South Stoke	419	1										1			2					2			↔
West Harptree	396	1	1	1	1			1				1											↔
Monkton Combe	351	1		1								1			2			1					↔
Charlcombe	310	1	1									1											X
Englishcombe	301	2										1											↔
Swainswick	293	1								1		1				1	1					1	↔
Hinton Blewitt	255	1										1			1	1							↔
Ubley	253	2	1	1						1	1	1				1	1		5				X
NSL	252	2		1								1							3	2			√
Priston	250	1										1			1	1							X
Norton Malreward	189	1										1											X
Newton Thrubwell	174	1		1								1							2				X
Combe Hay	153	1										1			1	1						1	X
Kelston	151	1										1			1								√
Claverton	126																						√
Chelwood	117	1										1								4		1	X

Settlement	Pop	CMP	SF	CPA	GP	P	D	O	PO	G	PET	L/ML	A1	A2	A3	PS	SCH	CF	WS	OFF	F	OTH	Public transport	
North Stoke	97	1										1												X
St Catherine	54	1																						X

Key

Pop = population	PO = post office	G = garage	PET = petrol station	L/ML = library/mobile library	MP = meeting places
SF = sports facilities	CPA = children's play areas	GP = Doctor's surgery	P = Pharmacy	D = dentist	O = optician
A1 = shops	A2 = banks	A3 = pubs, cafes, take aways, restaurants	PS = pre-school provision	SCH = schools	CF = specialist care facilities
WS = workshops	OFF = offices	F = factories	OTH – other sources of employment	No data provided in 2008 survey.	

Appendix 2: Bus services across the District



Reference List

Bath and North East Somerset Council (2009) *Employment and Business Land Study*

Bath and North East Somerset Council (2009) *Retail Strategy*

Bath and North East Somerset Council (2006) *Business Plan*

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Communities and Local Government (2004) *Planning Policy Statement 7 Sustainable Development in Rural areas*

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Local futures (2007) Ward profiles see:

<http://www.bathnes.gov.uk/BathNES/communityandliving/intelligenceproject/Ward+Profiles+2007.htm>

South West Regional Assembly (2007) *Draft Regional Spatial Strategy*

West of England Partnership (2009) *Joint Waste Core Strategy preferred options*