

Publication Version December 2010

**Bath and North  
East Somerset**

# Draft Core Strategy

**Bath & North East  
Somerset Council**



Bath and North East Somerset  
Local Development Framework

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# Foreword

The Core Strategy is one of the Council's most influential documents, enabling the Council to shape the nature and direction of physical change within Bath and North East Somerset. The document translates our aspirations in the Sustainable Community Strategy and the Futures work for Bath, Keynsham and the Somer Valley into a deliverable spatial plan for the future.

The Core Strategy provides the strategic policy framework for how we manage the development and use of land up to 2026. It identifies the broad locations for new homes and offices, provides direction in our response to a changing climate, ensures the protection of key environmental assets, in order to achieve a sustainable future and enable Bath and North East Somerset to be an even better place in which to live, work and visit. It will influence the investment decisions of the Council, be used as the basis for the promotion of individual sites and areas, and guide the management of change within the district.

The document places great emphasis on the different places that make up Bath and North East Somerset, responding to and reflecting their particular characteristics and contribution to local distinctiveness, as well as their development needs and ability to absorb sustainable change.

The production of this Core Strategy has involved close working with local residents, organisations, local businesses and national organisations such as English Heritage and the Environment Agency. The result hopefully reflects the needs and wishes of the communities of Bath and North East Somerset.



**Cllr. Charles Gerrish**  
**Cabinet Member for Service Delivery**

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Demography

Challenges

Equality

Locality

Growth

Economy

Regeneration

Uniqueness

Land Supply

Culture

Innovation

Enterprise

Local Communities

Environmental

Strategic

Vision

Change

Direction

## 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:**

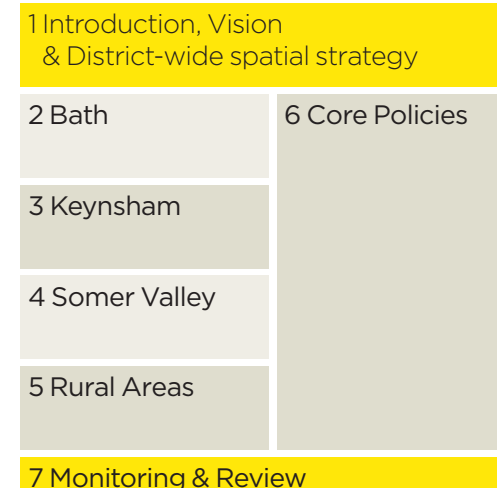
- **Where we are now:** The Spatial Portrait uses a wide evidence base of information, statistics, studies and community involvement to identify the district’s main social, physical and economic characteristics and the key, strategic issues it faces.
- **Where we would like to be:** The Spatial Vision and Strategic Objectives look forward to 2026, 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 does not set out site-specific proposals; 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 Core Strategy is the primary document in the Local Development Framework (LDF). The LDF includes other documents, some of which are under preparation. Of note is the Placemaking Plan which 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 which is being prepared by the four West of England authorities and sets out a spatial strategy for dealing with waste including the allocation of sites.

### Diagram 1

Structure of the Core Strategy document



# 1b

## 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 570km<sup>2</sup> 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, 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.

### 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.

### 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, due in 2011, 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.

#### 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

## 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 distills 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 2026 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.

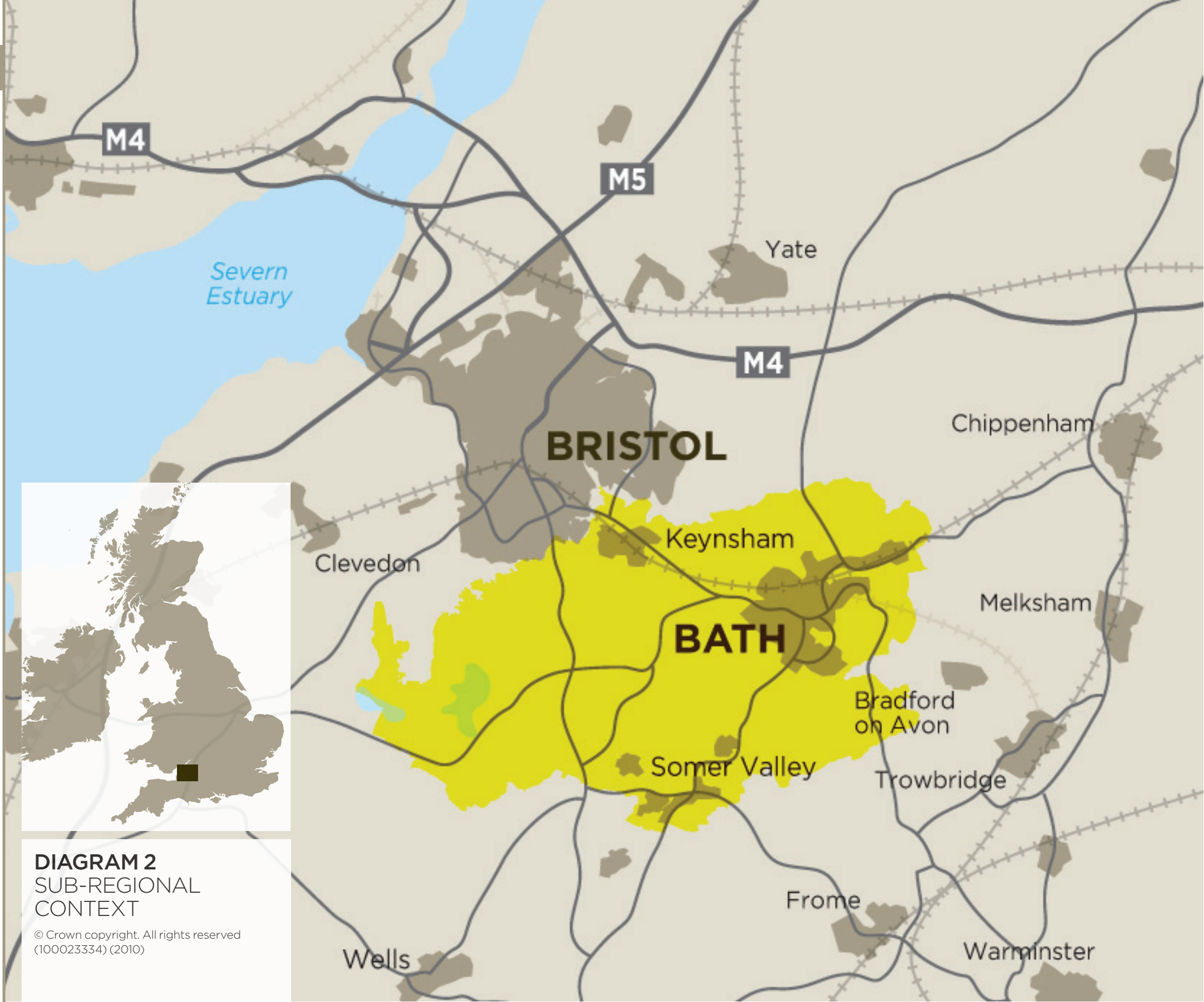
### Growth

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.





**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**

## 1c

## Spatial Vision &amp; 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

## 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 in which to reside, locate and 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 low carbon economic centre. The realisation of a range of development opportunities within the Central Area and Western Corridor 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.

Alongside measures to mitigate and adapt to climate change, the diversification and growth of a low carbon economy are the key changes that are sought for Bath.

The delivery of new housing on brownfield sites will help to create a more sustainable relationship between the city's labour and job markets and support Bath's economic potential whilst retaining the integrity of its landscape. 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 retain 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 LDF.

**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 multi-functional 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 & 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 sites
- 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 & 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 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 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**

Economy Inequalities Locality

**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 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 floorspace 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**

Growth Inequalities  
Demographic Change

**Objective 5****Meet housing needs**

- enabling the delivery of new homes needed to respond to expected demographic and social changes and 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 & 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 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 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 LDF 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 based on delivering the vision and strategic objectives outlined above. It then provides an overarching spatial strategy for the District followed by more specific policy-frameworks for Bath, Keynsham, the Somer Valley and the Rural Areas. There are also a number of generic core policies applicable across the district as set out in section 6. In setting out the policy approach we have taken account of national policy guidance, the results of key studies and other relevant evidence as well as the issues identified through the consultation on the Core Strategy launch document and ongoing engagement 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**



## Vision and District-wide Spatial Strategy

# 1d

# District-wide Spatial Strategy

The district is renowned for its outstanding environment

## Development of the Spatial Strategy

**1.18** Proposals to abolish the Regional Spatial Strategy (RSS) have provided B&NES with the opportunity to move away from regionally imposed growth targets and establish its own requirements in response to local circumstances. Formulation of this overarching policy framework for the District has entailed analysis of new, up-to-date evidence, formulation of options to meet the objectives, engaging with local communities, testing these through the sustainability appraisal and assessing deliverability. Account has been taken of the District's functional relationship with neighbouring authorities. The process of developing a spatial strategy for B&NES has entailed the assessments set out below. 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](http://www.bathnes.gov.uk/corestrategy) or on request.

**1.19 Development land supply:** A detailed, 'bottom up' assessment has been undertaken of the capacity of the District's settlements for delivery of new housing, 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. Part of this analysis is set out in the Strategic Housing Land Availability Assessment (SHLAA)

**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 (Information Paper 1) 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 two sites of European importance for bats and wetland birds. 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.

**1.23 Development need:** The Council has also undertaken assessments of development need 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. In terms of housing need, the Council has assessed the post recession likely need for new housing, both market and affordable housing, over the plan period up to 2026 based on:

- Projected population change arising from births over deaths and increasing life expectancy
- The likely housing requirement this entails, including rapid decline in household size and increased separation rates
- The need for housing generated by economic growth (net migration), taking into account likely future growth rate, productivity changes and sectoral changes,
- provision for non-economically active migrants

**1.24** 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.

**1.25 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:

The Core Strategy makes provision for around 11,000 new homes and around 8,700 new jobs. This level of growth excludes "windfall" housing developments. Infrastructure deficiencies, environmental constraints and the results of community engagement together affect the level of growth. The strategy is to locate new development in the most sustainable locations and therefore the priority is to steer growth to brownfield land in urban areas of Bath, Keynsham and the larger settlements in the Somer Valley.

The level of development delivered through this approach equates with the future likely need for development but it is acknowledged that the district's particular circumstances constrain the space available. However the Council's policy of 'smart growth' provides scope for pursuing high levels of economic growth without departing from the locational strategy. The broad spatial principles are summarised below and elaborated in the place-based chapters 2-5.

**1.27 Bath**, as the economic driver in the district is the primary focus for new development. The spatial strategy begins to address the existing commuting imbalance (net in-commuting) by directing more homes than jobs to the city. However 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 western corridor. No changes are proposed to the general extent of the Green Belt around Bath.

**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 available jobs. Although the homes/jobs provision for Keynsham is roughly equal the 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. No changes are proposed to the Green Belt boundary around Keynsham and the Core Strategy seeks to maintain the town's separate identity.

**1.29** In the **Somer Valley** there is significant net outcommuting due to lack of available jobs but there are also significant residential commitments. The area does not have an operating rail link, there are no direct links to the motorways and there is limited scope to change this. The strategy therefore recognises this position, and seeks to ensure that further residential development is only allowed where it brings employment or other community benefit. The focus for change will be in the town centres and on vacant and under-used sites. Development in new green field locations will be restrained in favour of existing commitments.

**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.

**1.31** The **Green Belt** is shown on the Key Diagram. No changes are proposed to the general extent of the Green Belt, in the form of either extensions or deletions.

**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 to around 550 per annum although as set out in the SHLAA, the overall trajectory of provision is determined by the performance of individual locations. The provision of new jobs is dependent on objectives in the Council's Economic Strategy being realised through the interventions outlined in the Council's Regeneration Delivery Plans, in particular the objective for economic growth of 8,700 jobs. There is scope with the spatial strategy to deliver an even greater number of jobs in line with the Economic Strategy through 'smart growth' and where this does not unacceptably harm the District's environment.

**1.34** The need for affordable housing in the district is high and the Core Strategy seeks to maximise the provision within the context of the spatial strategy and deliverability. This would provide around 3,000 affordable homes during the plan period.

**1.35** The Infrastructure Delivery Programme (IDP) outlines how necessary social, transport and green infrastructure is 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.

**1.36 Contingency:** The Core strategy recognises the need to be responsive in light of future uncertainty and unforeseen circumstances. There is the scope for flexibility in the mix of uses and density of some of the large redevelopment sites such as at Somerdale in Keynsham and the MoD sites in Bath. In addition, there is scope in Bath's western corridor to vary the mix of uses to respond to needs for development. This flexibility maintains the overall strategy of a priority on urban focussed brownfield opportunities. The Council will monitor delivery rates in the plan period which will shape the early review of the Core Strategy programmed for around 2016.

**Table 1**  
*Locational Policy Framework*

Locational Policies	Core Strategy Policy
The Policy Framework for the location of new development is as follows:	
Bath	Policies B1, B2, B3, B4
Keynsham	Policies KE1, KE2
Midsomer Norton, Westfield & Radstock	Policies SV1, SV2, SV3
Paulton, Peasedown St. John, Timsbury, Camerton, Hallatrow, High Littleton, Farrington Gurney	Policy SV1, and 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

# Policy DW1

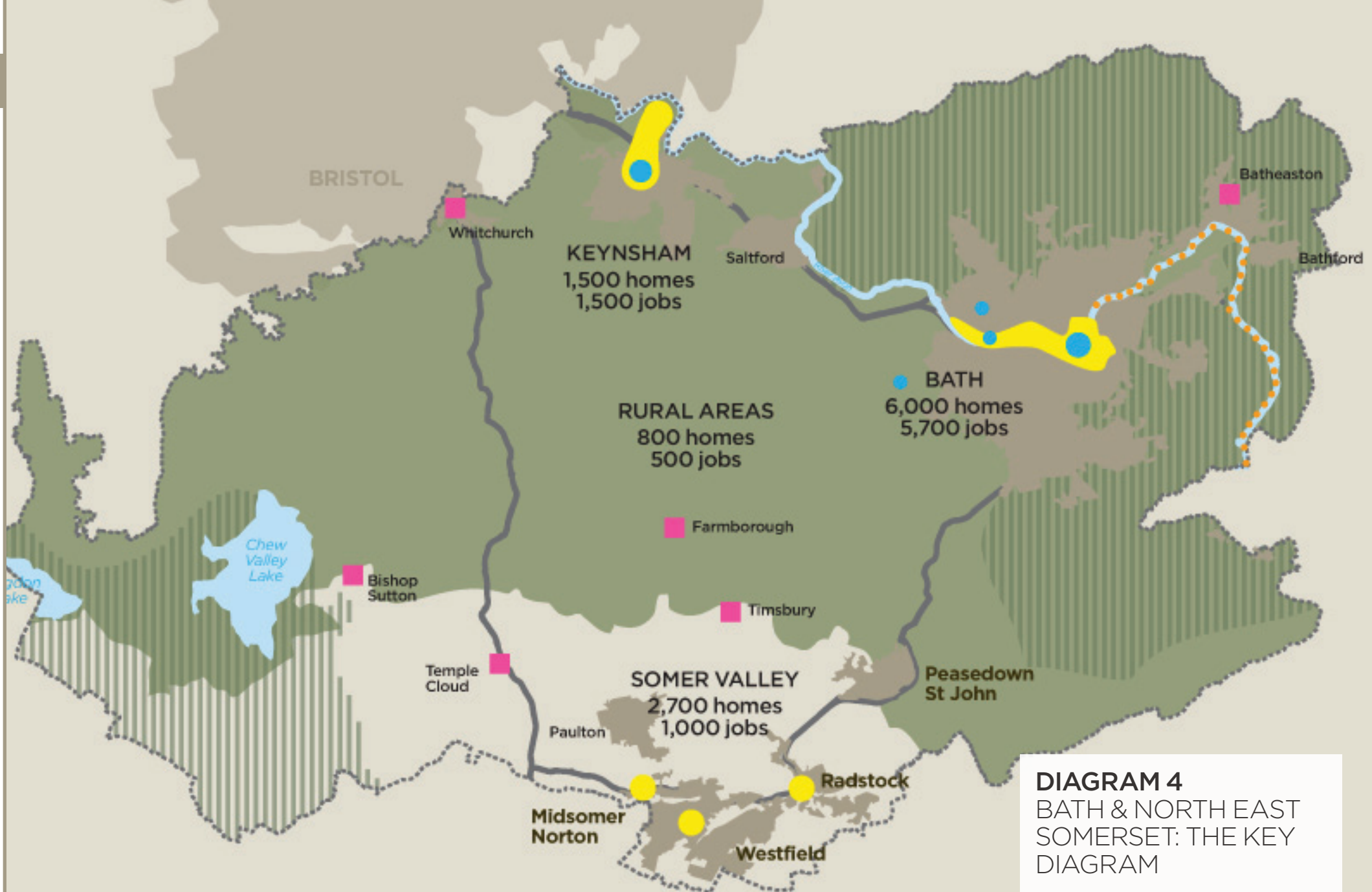
## District-wide spatial Strategy

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

- 1 focussing new housing, jobs and community facilities in Bath, Keynsham, Midsomer Norton and Radstock 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
  - e 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 for a net increase of 8,700 jobs and 11,000 homes between 2006 and 2026, of which around 3,400 affordable homes will be delivered through the planning system
- 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 with no strategic change to the boundaries
- 5 requiring development to be designed in a way that is resilient to the impacts of climate change
- 6 protecting the district's biodiversity resource including sites, habitats and species of European importance
- 7 ensuring infrastructure is aligned with new development

In order to respond to changing circumstances, flexibility in the nature, density and mix of uses in the Western Corridor of Bath and on MoD sites will provide contingency in line with the principles of the overall strategy.





**DIAGRAM 4**  
 BATH & NORTH EAST SOMERSET: THE KEY DIAGRAM

- KEY**
- General extent of Green Belt
  - AONB
  - Policy RA1 Village
  - Strategic locations
  - Area for location of Flood Storage Facility
  - Significant District Heating Priority Areas
  - Showcase Bus Routes

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## Vision and District-wide Spatial Strategy

# 1e

## 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
<b>DWI.1</b>	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
<b>DWI.2</b>	Waste Treatment facilities	2010-2026	Not quantified	Joint Waste Core Strategy identifies deliverable sites. Development likely to be delivered through public/private sector led delivery.
<b>DWI.3</b>	Early Years, Primary & Secondary Education	At key stages throughout the plan period	Not quantified	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.
<b>DWI.4</b>	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.	2010-2026	£50m	RUH NHS Trust seeking funding working with the Department of Health
<b>DWI.5</b>	Power Generation & Distribution	2010-2016	Not quantified	Western Power Distribution (South West) Plc. 5 year cycles of investment agreed with Ofgem.
<b>DWI.6</b>	Gas Supply	2010-2010	Not quantified	Wales and West Utilities Infrastructure Plan – private sector funded. Specific issues in Bath addressed via BWR site works.

IDP Ref	Key infrastructure item	Phasing	Cost	Funding & Delivery
DWI.7	Water Supply	2010-2026	Not quantified	Draft Bristol Water Management Plan (2010)
DWI.8	Waste Water	2010-2015	Not quantified	Wessex Water Business Plan (2010-15) 5 year cycles of investment agreed with Ofgwat.
DWI.9	Playing Pitches	2010-2021	Not quantified	Playing Pitch Strategy Evidence Base Green Space Strategy (2008) Delivery via public sector asset management and private sector investment.
DWI.10	Green Space (Formal, Informal & Allotments)	2010-2026	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 Areas - Play Pathfinder Programme	To be complete by 2011	£2.5m capital funding	Department for Children, Schools and Families.
DWI.12	Green Infrastructure	2011-2026	Not quantified	Green Infrastructure Strategy in development
DWI.13	Greater Bristol Bus Network Improvements	2006-2016	£70m for overall project	West of England Authorities, First Group, DfT.

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

**Table 3**

Policy framework and mechanisms for delivering the strategic objectives.

Strategic Objectives & SCS drivers	Policy framework and mechanisms to support delivery	
<p><b>1</b> Pursue a low carbon and sustainable future in a changing climate</p> <p><u>Climate change</u> <u>Growth</u></p>	<p><b>National Policy</b> PPS1 &amp; Supplement to PPS1, PPS3, PPS5, PPS7, PPG13, PPS22, PPS25, MPS1, MPS2</p> <p><b>Local Policy</b> Core Strategy:  <ul style="list-style-type: none"> <li>• Policy DW1 District Wide Spatial Strategy</li> <li>• Policy CP4 District Heating</li> <li>• Policy CP1 Retrofitting Existing Buildings</li> <li>• Policy CP2 Sustainable Construction</li> <li>• Policy CP3 Renewable Energy</li> <li>• Place based Sections</li> </ul>           Local Plan saved policies for :  <ul style="list-style-type: none"> <li>• Minerals, Energy, Utilities, Health &amp; Safety, Waste, Access</li> <li>• Joint Waste Core Strategy</li> </ul> </p>	<p><b>Key Strategies &amp; Plans</b></p> <ul style="list-style-type: none"> <li>• Strategy Flood Risk Assessments</li> <li>• Flood Risk Management Strategy</li> </ul>
<p><b>2</b> 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><b>National Policy</b> PPS1, PPG2, PPS4, PPS5, PPS7, PPS9, PPG17</p> <p><b>Local Policy</b> Core Strategy:  <ul style="list-style-type: none"> <li>• Policy B4 The World Heritage Site and its Setting</li> <li>• Policy CP6 Environment Quality</li> <li>• Policy CP8 Green Belt</li> <li>• Place-Based Sections</li> </ul>           Local Plan saved policies for:  <ul style="list-style-type: none"> <li>• Implementation, Design, Community Facilities &amp; Services, Sport &amp; Recreation, Green Belt, Natural Environment, Built and Historic Environment</li> </ul> </p>	<p><b>Key Strategies &amp; Plans</b></p> <ul style="list-style-type: none"> <li>• Public Realm &amp; Movement Strategy for Bath City Centre</li> <li>• Cultural Strategy</li> <li>• World Heritage Site Management Plan</li> <li>• South West Nature Map</li> <li>• Green Infrastructure Strategy</li> <li>• Green Space Strategy</li> <li>• Planning Obligations SPD</li> <li>• Infrastructure Delivery Programme</li> <li>• WILDthings Biodiversity Action Plan</li> <li>• Cotswolds and Mendip Hills AONB Management Plans</li> </ul>
<p><b>3</b> Encourage economic development, diversification and prosperity</p> <p><u>Growth</u>, <u>Economy</u></p>	<p><b>National Policy</b> PPS1, PPS4, PPS7</p> <p><b>Local Policy</b> Core Strategy:  <ul style="list-style-type: none"> <li>• Policy DW1 District Wide Spatial Strategy</li> <li>• Policy CP12 Centres and Retailing</li> <li>• Place-Based Sections</li> </ul>           Local Plan saved policies for:  <ul style="list-style-type: none"> <li>• Economy, Tourism &amp; Agriculture</li> </ul> </p>	<p><b>Key Strategies &amp; Plans</b></p> <ul style="list-style-type: none"> <li>• Economic Development Strategy</li> <li>• Public Realm &amp; Movement Strategy for Bath City Centre</li> </ul>

Strategic Objectives & SCS drivers	Policy framework and mechanisms to support delivery	
<p><b>4</b> Invest in our city, town and local centres</p> <p><u>Growth,</u> <u>Locality,</u> <u>Economy</u></p>	<p><b>National Policy</b> PPS1, PPS4</p> <p><b>Local Policy</b> Core Strategy:  <ul style="list-style-type: none"> <li>• Policy CP12 Centres and Retailing</li> <li>• Place-Based Sections</li> </ul> Local Plan saved policies for:  <ul style="list-style-type: none"> <li>• Design, Economy, Tourism &amp; Agriculture, Sport &amp; Recreation, Shopping</li> </ul> </p>	<p><b>Key Strategies &amp; Plans</b></p> <ul style="list-style-type: none"> <li>• Destination Management Plan</li> <li>• Retail Strategy</li> <li>• Economic Development Strategy</li> <li>• Public Realm &amp; Movement Strategy for Bath City Centre</li> </ul>
<p><b>5</b> Meet housing needs</p> <p><u>Demographic Change,</u> <u>Growth,</u> <u>Inequalities,</u> <u>Locality</u></p>	<p><b>National Policy</b> PPS1, PPS3, PPS7</p> <p><b>Local Policy</b> Core Strategy:  <ul style="list-style-type: none"> <li>• Policy DW1 District Wide Spatial Strategy</li> <li>• Policy CP9 Affordable Housing</li> <li>• Policy CP10 Housing Mix</li> <li>• Policy CP13 Infrastructure Provision</li> <li>• Policy CP11 Gypsies, Travellers and Travelling Showpeople</li> <li>• Policy B5 Strategic Policy for Bath's Universities</li> <li>• Place-Based Sections</li> </ul> Local Plan saved policies for:  <ul style="list-style-type: none"> <li>• Housing</li> <li>• Planning Obligations SPD</li> </ul> </p>	<p><b>Key Strategies &amp; Plans</b></p> <ul style="list-style-type: none"> <li>• The Key to Independence - Housing Strategy for Older People</li> <li>• Student Accommodation Strategy</li> <li>• Infrastructure Delivery Programme</li> <li>• Housing and Wellbeing Strategy 2010-2015</li> </ul>
<p><b>6</b> Plan for development that promotes health and well being</p> <p><u>Growth, Inequalities, Locality</u></p>	<p><b>National Policy</b> PPS1, PPG13</p> <p><b>Local Policy</b> Core Strategy:  <ul style="list-style-type: none"> <li>• Policy CP7 Green Infrastructure</li> <li>• Policy CP13 Infrastructure Provision</li> <li>• Place based sections</li> </ul> Local Plan saved policies for:  <ul style="list-style-type: none"> <li>• Sport &amp; Recreation, Access</li> </ul> </p>	<p><b>Key Strategies &amp; Plans</b></p> <ul style="list-style-type: none"> <li>• Green Infrastructure Strategy</li> <li>• Green Spaces Strategy</li> <li>• Planning Obligations SPD</li> <li>• Housing and Wellbeing Strategy 2010-2015</li> <li>• Public Realm &amp; Movement Strategy for Bath City Centre</li> <li>• Air Quality Management Areas for Bath and Keynsham</li> </ul>
<p><b>7</b> Deliver well connected places accessible by sustainable means of transport</p> <p><u>Climate change,</u> <u>Growth,</u> <u>Inequalities</u></p>	<p><b>National Policy</b> PPS1, PPS4, PPG13</p> <p><b>Local Policy</b> Core Strategy:  <ul style="list-style-type: none"> <li>• Policy CP13 Infrastructure Provision</li> <li>• Place based sections</li> </ul> Local Plan saved policies for:  <ul style="list-style-type: none"> <li>• Sport &amp; Recreation, Access</li> </ul> </p>	<p><b>Key Strategies &amp; Plans</b></p> <ul style="list-style-type: none"> <li>• Infrastructure Delivery Programme</li> <li>• Joint Local Transport Plan 3</li> <li>• Public Realm &amp; Movement Strategy for Bath City Centre</li> <li>• Air Quality Management Areas for Bath and Keynsham</li> </ul>

# Bath

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Entrepreneurial  
 Innovative  
 Creative  
 Imaginative  
 Beautiful  
 Harmonious



Picturesque

Unique

Historic

Roman

Georgian

Busy

Vibrant

Peaceful

Quiet

Great

Tired

Neglected

Conquered



# Setting the Agenda

## Context

**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. Thereafter rapid expansion in the Georgian period created an enduring architectural legacy and made Bath the foremost fashionable resort of the 1700s, attracting increasing numbers of visitors.

**2.02** For the next 150 years, the city struggled to cope with its Georgian legacy. The city experienced continued growth but relative decline, refining its image as a place of genteel residence and retirement. Many pinned their hopes of a revival on the coming of Brunel's Great Western Railway in 1841. However, this did little to reignite the popularity of the city, though, together with the Midland Railway did crystallize an industrial zone of mills and foundries along the River Avon toward towards Twerton. Bath remained one the great cities of England until 1851, with a population of over 50,000. Thereafter its rate of growth lagged behind the national level of urban expansion. A big effort was made towards the end of the Victorian period to revive the city as a spa upon the rediscovery of its Roman origins. However, little came of efforts to revive Bath as a leading therapeutic centre.

**2.03** The early part of the 20th Century can be characterized by economic depression alongside a great deal of inter war house building on the southern slopes of the landscape bowl in which the city sits. 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 reflected many national trends, including the growth of private motoring, modernist reconstruction and the subsequent and popular 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 Bath should change and develop 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 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 growth – however it does require that contemporary change is managed sensitively and that high quality design is achieved.
- 3 The Council's Economic Strategy sets out the current health of the city and 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 modern offices and other workspaces within and adjoining the city centre. It also means optimising the contribution of the universities to the economy as sources of creativity, innovation and labour.
- 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. 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.
- 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 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.
- 12 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.
- 13 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 ensure that the impact of change and development on bats is taken into account.



## 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 values (OUVs) of the site and its setting.

The significance of the WHS is set out in the Statement of Outstanding Universal Value and can be summarised as: Roman Archaeology; the Hot Springs; Georgian town planning; Georgian architecture; the green setting of the City in a hollow in the hills; and Georgian architecture reflecting 18th century social ambitions. *The Cotswolds AONB Management Plan* is also important in this regard as Bath's townscape and landscape combine to form a total composition of form and place.

**2.06** In 2006 the Council published *'The Future for Bath'* which defines 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 with this regeneration agenda in mind so that it contributes to the realisation of a distinctive and authentic 21st century identity 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 deflect ill conceived proposals that might be rejected within a generation.

Water & Wellbeing

Knowledge & Invention

Imagination & Design

Pleasure & Culture

Living Heritage





**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**

# 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 in which to reside, locate and 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 low carbon economic centre. The realisation of a range of development opportunities within the Central Area and Western Corridor 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.

Alongside measures to mitigate and adapt to climate change, the diversification and growth of a low carbon economy are the key changes that are sought for Bath.

The delivery of new housing on brownfield sites will help to create a more sustainable relationship between the city's labour and job markets and support Bath's economic potential whilst retaining the integrity of its landscape. 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.



**Newbridge and Twerton Riversides**  
 Industrial focus north of the river. Mixed use to the south. Contingency delivery area

**Western Riverside**  
 Residential led Regeneration

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

**Bath's Neighbourhoods (north and south of the river).**  
 Redeveloped MoD land together with infilling to yield about 2,500 homes

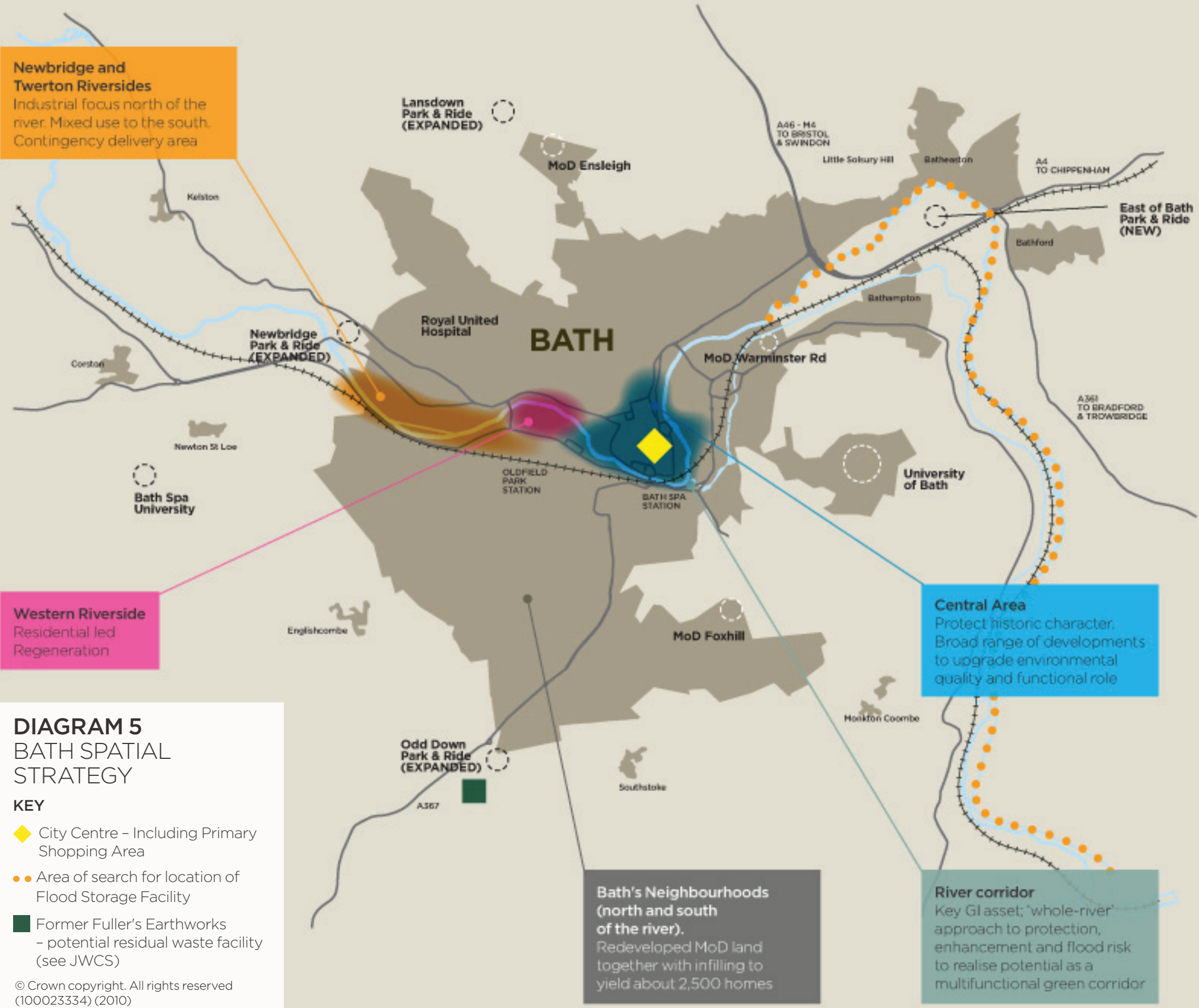
**River corridor**  
 Key GI asset; 'whole-river' approach to protection, enhancement and flood risk to realise potential as a multifunctional green corridor

**DIAGRAM 5**  
**BATH SPATIAL STRATEGY**

**KEY**

- ◆ City Centre - Including Primary Shopping Area
- Area of search for location of Flood Storage Facility
- Former Fuller's Earthworks - potential residual waste facility (see JWCS)

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# Policy B1

## Bath Spatial Strategy

The strategy for Bath is to:

### 1 Natural and Built Environment

Protect, conserve, and where possible, enhance:

- a The World Heritage Site and its setting including that part which is designated as Cotswolds Area of Outstanding Natural Beauty.
- b Listed buildings, the conservation area and their settings.
- c Archaeology, scheduled ancient monuments, historic parks and gardens.
- d 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.
- e The biodiversity resource including species and habitats of European importance.

### 2 Economic Development

- a Plan for an overall net increase in jobs from about 61,700 in 2006 to 67,400 in 2026, with significant gains in business services tempered by losses in defence and manufacturing.
- b Plan for the expansion of knowledge intensive and creative employment by enabling the stock of office premises to increase from about 240,000m<sup>2</sup> in 2006 to about 310,000m<sup>2</sup> in 2026.
- c Achieve the net additional increase to the stock of office premises by enabling the development of 85,000-100,000m<sup>2</sup> of new space, linked to a managed release of 15,000-30,000m<sup>2</sup> of that which is least suitable for continued occupation.

- d Focus new office development within and adjoining the city centre
- e Plan for a contraction in the demand of industrial floor space from about 240,000m<sup>2</sup> in 2006 to about 200,000m<sup>2</sup> in 2026 but sustain a mixed economy to support Bath's multi-skilled workforce and multi-faceted economic base by retaining industrial land in the Newbridge Riverside area.

### 3 Housing

- a Enable the development of 6,000 new homes within the city, increasing the overall stock of housing from 40,000 to 46,000. Of these new homes about 3,500 will be delivered within the Central Area and Western Corridor, focused on 'Western Riverside' and about 2,500 homes will come forward within Bath's neighbourhoods where surplus Ministry of Defence land will play a major role.
- b Enable housing associations to upgrade/intensify their stock and allow small scale infilling within existing neighbourhoods.

### 4 The Relationship between Population, Labour Supply and Employment

- a Achieve a better balance between the overall number of jobs in the city and the resident workforce. An 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 Western Corridor 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 potentially 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.

## 7 Higher Education

- a Enable the provision for additional on-campus student bed spaces, facilitating growth in the overall number of students and shrinkage of the private lettings market.
- b Enable provision of additional on campus and in-city teaching and research space.

## 8 Tourism, Culture and Rugby

- a Enable the provision of 500-750 new hotel bedrooms to widen the accommodation offer of the city, increase overnight stays and the competitiveness of the city as a visitor destination.
- b Enable the development of a new stadium for Bath RFC within the Central Area.
- c 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 Transportation, Car Parking and Other Infrastructure

- a Support the development strategy for Bath with the implementation of necessary transport and other infrastructure to improve movement, accessibility to employment and community facilities throughout Bath. (Transport and other infrastructure measures are set out in the 'Infrastructure and Delivery' section on page 56).
- b Implement a new Parking Strategy.
- c Implement the Air Quality Management Plan for Bath.

## 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 Western Corridor

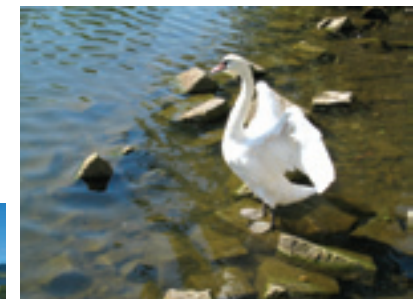
**2.10** The development potential of the Central Area and land either side of the River Avon lying between the Lower and Upper Bristol Roads (A36 and A4) presents the key opportunity for delivering many parts of the vision for the city.

**2.11** The valley floor is the headline development location for Bath; a complex area, where 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 and sustaining wildlife habitat.

**2.12** Within this area flood risk is a key constraint. The strategy for Bath is in accordance with the sequential/exceptions test requirements set out in PPS25. The Central Area/Western Corridor is regarded as the most suitable location within the District for the scope of activities envisaged and this justifies development within an area of flood risk subject to acceptable flood mitigation measures being delivered (see infrastructure and delivery section on page 56).

**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 guiding 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 Riverside and Newbridge Riverside (forming the Western Corridor).





**2.14** The Core Strategy sets out a clear, firm and enduring vision of change for these area 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, Western Corridor and elsewhere in the city. This will provide a vehicle for resolving possible contentious 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
- Act as a focus and a catalyst for getting key agencies and landowners to work together

## ▼ DIAGRAM 6 THE CENTRAL AREA AND WESTERN CORRIDOR

### KEY

- Central Area
- Western Riverside
- Twerton Riverside
- Newbridge Riverside

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## The Central Area

**2.16** The Central Area of Bath lies at the heart of the World Heritage Site. It comprises the city centre, and neighbouring locations at South Quays and Western Riverside East.

### ▼ DIAGRAM 7

#### GENERAL EXTENT OF THE CENTRAL AREA

##### KEY

-  Central Area - City Centre
-  Central Area - Areas Neighbouring the City Centre
-  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.

- 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 grain.
- 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 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 and high incidence of historic shop fronts are key strengths.
- j The prevalence of active street frontages contributes to lively streets and public areas.
- 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.
- o There are areas where the river acts as a barrier to pedestrian and cycling desire lines.
- 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.



## Policy B2

### Central Area

### Strategic Policy

### Continued

- u Parts of the Central Area fall within flood zones 2 and 3a (See 'Infrastructure and Delivery')
- 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 in the proposals map (see Appendix 3). Within the context of PPS4, 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 (Rosewell Court, Kingsmead House, Telephone Exchange & Plymouth House)

#### Neighbouring the City Centre

- f Recreation Ground and Leisure Centre
- g Bath Quays South (Stothert and Pitt to Travis Perkins)
- h Green Park Station and Sainsbury's
- i Homebase and 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 75,000-100,000 sq.m of modern office floorspace 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 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 A new sports stadium
- 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 impedes  
economic growth, productivity  
and diversification**



**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 2026 as set in Diagram 8.

## The Central Area in 2026

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.

### DIAGRAM 8 ► THE CENTRAL AREA OF 2026 (ADAPTED FROM THE PUBLIC REALM AND MOVEMENT STRATEGY)

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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.



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.



## Western Riverside

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.

### Extent of Western Riverside

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 application. Western Riverside East is now conceptualised as forming part of the Central Area because of the commercially led mixed use emphasis.





## Western Riverside Policy Approach

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 6 and is saved as part of the Development Plan. For Riverside East see Policy B2



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

# 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 9 TWERTON AND NEWBRIDGE RIVERSIDES

● Key Development Hotspots

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# Policy B3 Twerton and Newbridge Riverside Strategic Policy





## 1 Role of Newbridge and Twerton Riversides

This part of the Western Corridor will function predominantly as an economic development area to support the overall employment structure the city. It will complement the Central Area as as the focus for business, enterprise and employment. Specifically this will mean that:

- a Newbridge Riverside will retain its principal function as a place for industrial activity. Proposals seeking other uses will be subject to the considerations set out in parts 2-4 of this policy.
- b Twerton Riverside will function primarily as a multi-use economic development area. Its already reduced role as a place for industrial activity will be allowed to contract further. Proposals for other uses will be welcomed, subject to the considerations set out in parts 2-4 of this policy.

## 2 Placemaking Principles

### Assets of Newbridge and Twerton Riverside

Development proposals must be informed and shaped by the following characteristics

- a Newbridge Riverside functions as Bath's primary location for industrial enterprise, providing about 12 hectares of land for a range of activities including advanced manufacturing.
- b There is a strong relationship between the industries and occupations at Newbridge Riverside and the skills and labour prevalent in surrounding neighbourhoods.
- c The eastern part of Twerton Riverside is closely related to the Western Riverside Policy Area which will experience a significant uplift in its environmental quality
- c There are a number of heritage assets in the area pertaining to its industrial past.
- d Views in and out of the area e.g. to Newbridge Hill and Bath City Farm are important.
- e The river including its banks and open land at the western section of the area are an important wildlife resource.
- f There is good, yet not fully realised connectivity with the city centre via the riverside walking and cycling route.

### 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 Single storey and large footprint buildings result in the under utilisation of land with reasonably good accessibility credentials.
- c 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.
- d Much existing development has a poor relationship with the riverside. Pedestrian access is poor, crossing points are limited and open space is fragmented.
- e There is a danger that redevelopment will fail to connect to the riverside and miss the opportunity to enhance its walking and cycling route.
- f In places Twerton Riverside presents a poor frontage to the Lower Bristol Road, which is a key approach to the city centre.
- g The Upper Bristol Road (A4) and Lower Bristol Road (A36), including the Windsor Bridge Road junctions become congested at peak times.
- h Parts of this area are at risk from flooding.

## 3 Key Development Opportunities

Development proposals in this area that contribute to the scope and scale of change listed in part '4' will be welcomed.

Key regeneration opportunities in the area include.

- The Bath Press
- Roseberry Place

## 4 Scope and Scale of Change

### Industrial land and premises

- Proposals for the loss of industrial land and floorspace at Newbridge Riverside will be assessed against evidence of current and future demand and/or the availability of on-site or off-site replacement provision within Newbridge Riverside for displaced occupiers.

### Offices, other workspaces and other economic development uses

- Proposals for offices, other workspaces and other economic development uses must have regard to the sequential and impacts tests of PPS4. Proposals for the loss of office space will be rejected.

### Non-economic development uses

- Residential and other non economic development uses will be welcomed as part of mixed-use employment led proposals, or where economic development proposals fail the sequential and impact tests of PPS4.



Bath

2d

# Bath's Neighbourhoods

**2.19** While the Central Area and Western Corridor 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 normal 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 remit of this chapter of the Core Strategy to consider local aspects of change within outer Bath. A number of general matters, such as the network of open spaces and other infrastructure are 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 2,500 new homes, making a significant contribution to the overall target of 6,000 and contains district 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 occupy three sites, at Foxhill, Ensleigh, and Warminster Road. It is anticipated that Warminster Road and Foxhill will become surplus to requirements within the next five years as the MoD consolidates its operations at Ensleigh. The Strategic Housing Land Availability Assessment suggests that Foxhill and Warminster Road could be redeveloped for about 850 homes. The Placemaking Plan will consider the capacity and prospects for these sites in more detail, including measures to enable sustainable travel to the city centre and local centres. For the purposes of the Core Strategy it is sufficient to highlight their suitability and availability for redevelopment and to observe that delivery by 2026 is a realistic proposition.



## 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). Elsewhere there are more modest post-war centres and stand alone units (including supermarkets and petrol stations) that contribute to the spatial coverage of local facilities. The network and extent of District and Local Centres is identified on the Proposals Map..

**2.25** Moorland Road and the local centres are shown on Diagram 10 and are listed in Policy CP12. This policy sets out an 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.

### 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 aim behind the future development of the RUH is to provide more efficient and more accessible services. The Trust is in the process of developing a plan for future investment in the site and, as part of this process, it is considering how it will best be able to meet the changing healthcare needs of a growing population. The Council will support investment in healthcare facilities as part of an agreed masterplan for the hospital campus.

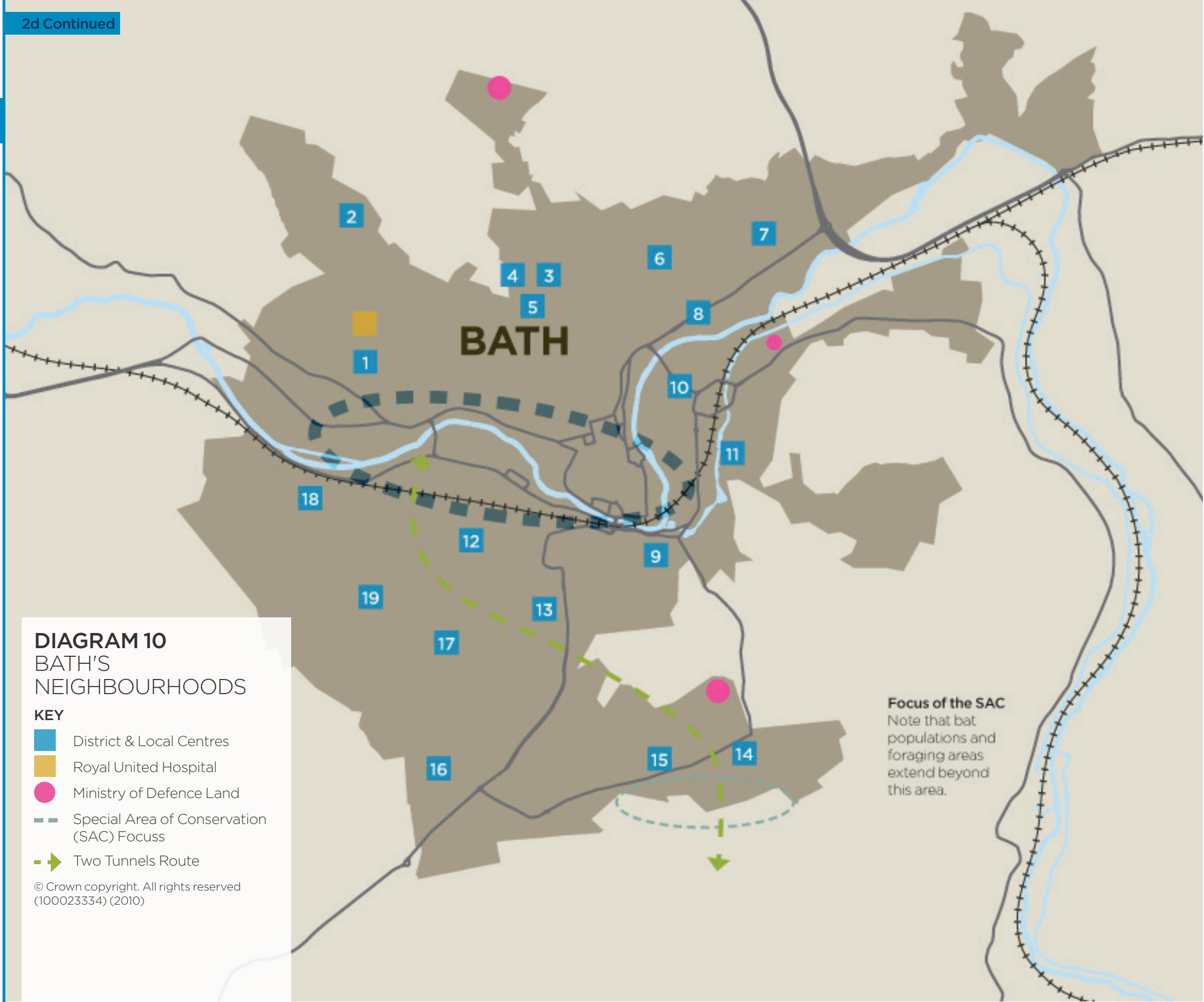
**Table 4**

*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 Camden Road
Larkhall, Fairfield Park, Grosvenor and Walcot	6 Camden Road 7 Larkhall 8 London Road
Widcombe and Bathwick	9 Widcombe Parade 10 Bathwick Street 11 Bathwick Hill
Oldfield Park and Bear Flat	12 Moorland Road (District Centre) 13 Bear Flat (Wellsway)
Odd Down, Foxhill and Combe Down and Moorlands	14 Combe Down 15 Bradford Road 16 Frome Road 17 Bloomfield Road
Twerton, Whiteway, Southdown and Moorlands	18 Twerton High Street 19 Mount Road







**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.

## School places

**2.27** Housing and population growth within 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.

## 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 Proposals 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 Proposals 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 transport infrastructure will be made to enhance links between the neighbourhoods of Bath and the city centre. These improvements will have an emphasis on pedestrian, cycling and public transport facilities.



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 (PPS5, Circular 07/2009). The significance of the WHS is set out in the Statement of Outstanding Universal Value (OUV) and can be summarised as: Roman Archaeology; the Hot Springs; Georgian town planning; Georgian architecture; the green setting of the City in a hollow in the hills; and Georgian architecture reflecting 18th century social ambitions.

**2.32** The setting of the WHS, beyond its designated boundary, is important as inappropriate development here can impact upon the qualities 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 and has no fixed defined boundary. Proposals will be assessed against Policy B4 which seeks to ensure that the impact of development on the World Heritage Site and its setting is properly considered. The WHS Setting Study provides the background information needed to assess any potential impacts and provides an impact assessment framework to form the basis for assessing the potential impact of a development on the OUVs. The Setting Study will be used to guide decision making affecting the WHS setting and may form the basis of a future Supplementary Planning Document (SPD).



**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

Proposals which would harm the Outstanding Universal Values of the City of Bath World Heritage Site, including its authenticity and integrity, or which would harm the setting of the World Heritage Site will be refused. However, where proposals that are promoted for their contribution to mitigating climate change have a potentially negative effect on the World Heritage Site and its setting, the approach set out in Policy HE1 of PPS5 will be applied.

**2.33** New development, whilst responding to its context, should add a 21st Century layer to the accumulation of Medieval, Georgian, Victorian and 20th Century buildings that comprise today's city. This will also ensure that the city's Georgian architecture is the authentic product of its time and is not confused with modern reproductions. In exceptional circumstances, new buildings may appropriately be designed in the Georgian style. This would principally be to reinstate a 18th Century Georgian set piece where part of the formal architectural ensemble has been destroyed. This approach is in accordance with UNESCO's Vienna Memorandum on 'World Heritage and Contemporary Architecture - Managing the Historic Urban Landscape' (May, 2005).

**2.34** The Council has prepared a Building Heights Strategy for the area of Bath covered by the World Heritage Site designation. The strategy is based on heritage asset analysis and provides area-based guidance on the appropriate height of new development to ensure the protection of the Outstanding Universal Values (OUVs) of the 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 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. Information Paper 3 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.

## Policy B5 Strategic Policy for Bath's Universities

### University of Bath – Claverton Down Campus

The strategy seeks the development of about 2,000 study bedrooms at the Claverton Down campus alongside about 45,000 sq.m of academic floorspace. Policy GDS.1/B11 of the B&NES Local Plan has been saved as part of the LDF.

### Bath Spa University – Newton Park Campus

Within the context of a strategic framework for all twelve sites that the University occupies the strategy seeks the redevelopment and intensification of the Newton Park Campus to provide additional study bedrooms and academic space. Proposals should seek to optimise opportunities within the Major Existing Developed Site in the Green Belt Designation (MEDS) and in accordance with Policy GB.3 of the B&NES Local Plan before seeking to justify very special circumstances for development beyond it.

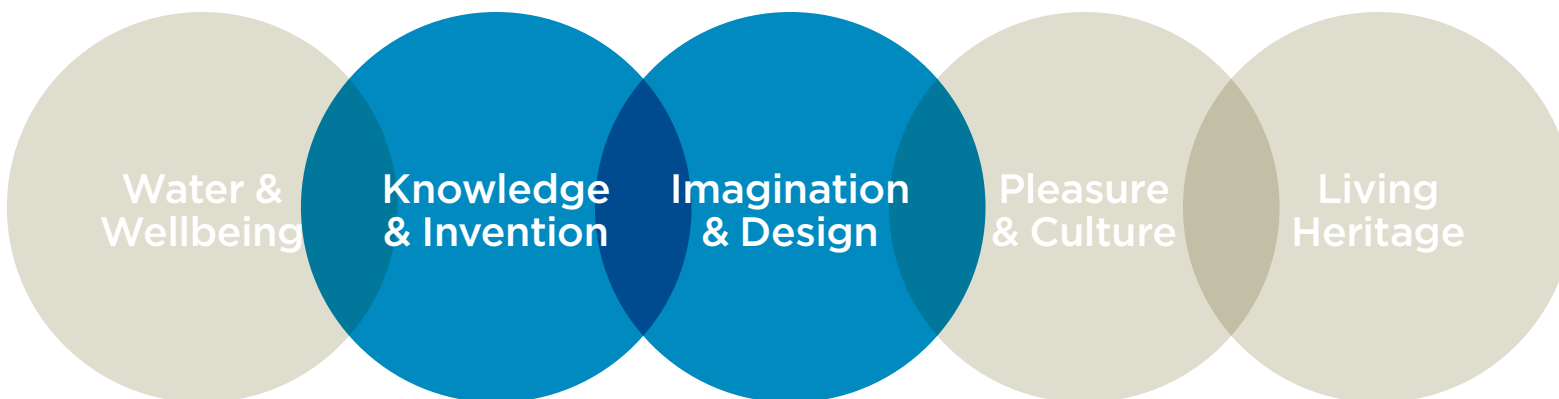
### Off-Campus Student Accommodation

Proposals for off-campus student accommodation will be refused where this would adversely affect the realisation of other aspects of the vision and spatial strategy for the city.

**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 exceeds 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 will mean that 2010 levels of HMOs will represent the high watermark within the city. The Council has at its disposal the option of declaring an Article 4 direction in relation to Houses in Multiple Occupation (HMO) 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 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.





## 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 Western Corridor, parallel enabling investment will be needed. Transportation and flooding are two key areas requiring specific mention (see below).

## Transportation

**2.44** The Council has secured programme entry for a £54m major scheme of Transport Proposals for Bath and is currently working towards full Government approval. The Transport Proposals will:

- Expand the City's three existing Park & Rides and create a new Park & Ride to the east of the City, thereby increasing Park & Ride capacity from 1,990 to 4,510 spaces.
- Create a segregated park and ride bus route for 1.4km of the journey from Newbridge Park and Ride to the city centre.
- Upgrade nine bus routes to 'showcase' standard including raised kerbs for better access, off-bus ticketing to speed up boarding and real-time electronic information for passengers.

- Create a more pedestrian and cyclist-friendly city centre through the introduction of access changes on a number of streets and the expansion and enhancement of pedestrian areas.
- Introduce active traffic management with real-time information to direct drivers to locations where parking spaces are available.

**2.45** The proposals will help to enable the programme of development set out in the spatial strategy in conjunction with further measures to enable convenient and sustainable circulation and access within the city. In addition the Council is committed to reducing the need to use cars for many trips within Bath. Therefore improvements to other public transport, walking and cycling infrastructure and the implementation of 'Smarter Choices' for transport will be pursued e.g. through the development of travel plans for new and existing sites and the expansion of car clubs.

**2.46** The Greater Bristol Metro Project will allow for increased train frequencies serving Bath and Oldfield Park rail stations.

## Flood Risk Management for the Central Area and Western Corridor

**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** The strategy proposes the provision of on-site flood defences combined with upstream compensatory storage. New development must provide storage to offset the volume of water that would be displaced in a flood event by the defences on-site. In order to meet this requirement, a flood storage area of 345,000m<sup>3</sup> is required as this is equivalent to the total combined volume of the footprint of the potential development sites. Provision of compensatory storage off-site is more cost-effective than providing it on-site and allows for greater flexibility in masterplanning, increasing the prospects of commercial investment in the city centre and the prospects of achieving responsive urban design solutions.

**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 sub-region 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 + 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

### Delivery Contingency: Newbridge Riverside

**2.53** Although this area provides important land for light industrial uses, it is significantly under utilised in terms of the prevailing built form (single story buildings etc) and that there is scope to intensify this area and to do so in a way that allows a better response to the riverside environment. The spatial strategy seeks to focus new 'town centre' employment generating uses within the Central Area.

However, should it be demonstrable that supply is not keeping pace with demand the Newbridge Riverside area presents a deliverable out-of-centre alternative. Further, should housing development fall behind schedule, this area provides an option for accommodating any shortfall.

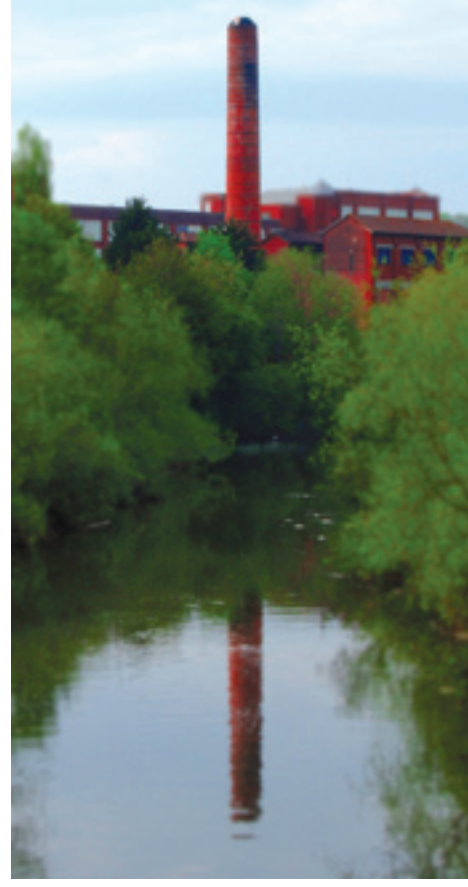
**Table 5**  
*Summary of Key Infrastructure in Bath*

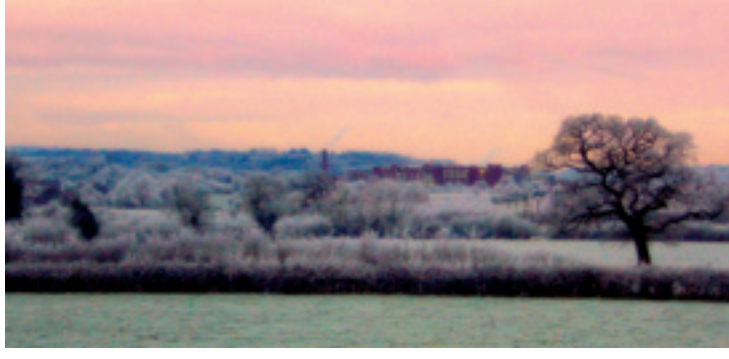
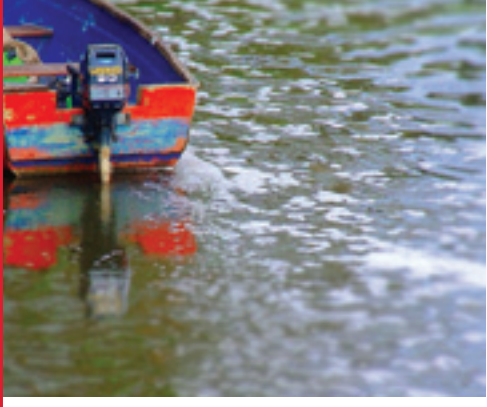
IDP Ref	Key Infrastructure	Phasing	Cost	Funding & Delivery
<b>BI.1</b>	Transport Proposals for Bath: <ul style="list-style-type: none"> <li>• Rapid Transit Routes</li> <li>• New showcase bus corridors</li> <li>• New and extended park &amp; ride sites</li> <li>• Safe routes for pedestrians and cyclists</li> <li>• Other essential transport links and improvements</li> </ul>	2011-16	£54m	Discussions are underway with DfT in the light of the Comprehensive Spending Review 2010 regarding how this essential infrastructure can be brought forward at the earliest opportunity
<b>BI.2</b>	Improvements to Flood Defences of Bath City Centre & Riverside	2010-26	£7.6m	Flood Risk Management Strategy – ongoing work between B&NES and Environment Agency. Options for on-site compensatory flood mitigation measures within the river corridor or introduction of a more strategic flood storage area.
<b>BI.3</b>	Public Investment into Bath Western Riverside	2010-15	£27.6m	Homes & Communities Agency Funding through the West of England Single Conversation: West of England Delivery & Infrastructure Plan
<b>BI.4</b>	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.

# Keynsham

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





High Street  
Manufacturing  
Congested  
Ageing Population  
Green Belt  
Coasting  
Out-Commuting  
Proud  
Independent  
Embrace The Future  
Community  
Conservation Areas  
1960'S  
Rural Setting  
Tired  
Opportunity  
Retail



# 3a

# 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 stormwater capacity issues
- Ongoing threat of development on 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 Salford 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

**3.08** The spatial strategy is also informed by the current Town Plan, (now being refreshed) which aims to build on the towns 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

**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 emerging 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. (Details can be found at [www.westofengland.org/waste](http://www.westofengland.org/waste))

**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.

## ◀ DIAGRAM 11 21ST CENTURY KEYNSHAM

### KEY

● Keynsham size in 1930

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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 retain 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.

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

*Patrick Abercrombie, 1930*

**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 maintains the Green Belt boundary surrounding Keynsham, 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** 1,500 new homes will be built between 2006 and 2026 to support economic growth of the town and accommodate a growing population. Approximately 800 homes are already accounted for, having either already been built since 2006, 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. The remaining 700 dwellings are directed towards the town centre/Somerdale policy area (Policy KE2) which will serve as the focus of future development within Keynsham.

**3.15** 1,500 new jobs will be created between 2006 and 2026 primarily by increasing the stock of office floorspace in the town. This 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 out-commuting 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.
- 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 1,500 new homes (net) between 2006 and 2026. 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 proposals map or it forms an element of Policy KE2

### 3 Economic Development

- a Plan for about 1,500 net additional jobs between 2006 and 2026
- b Make provision for the changes in employment floorspace set out below:
  - Office floorspace: from about 20,000m<sup>2</sup> in 2006 to about 30,000m<sup>2</sup> in 2026
  - Industrial/Warehouse floorspace: no net change by 2026 from level of about 50,000m<sup>2</sup> in 2006
- 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 the Broadmead/Ashmead/Pixash Industrial Estate as an area for business activity (use classes B1, B2 and B8) complementing the role of the town centre and enable its intensification through higher density business development

### 4 Shopping

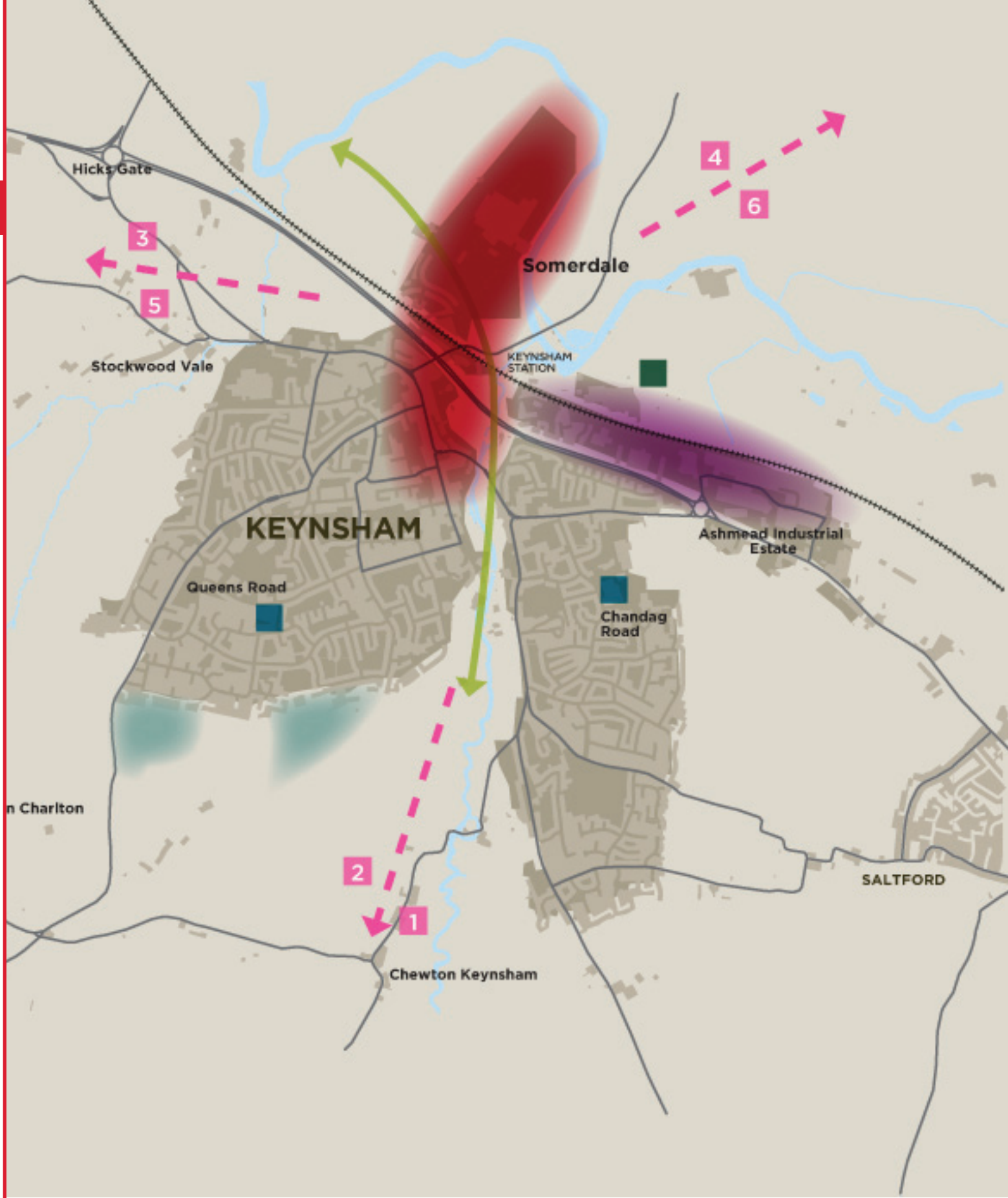
- a Provide larger retail units in the town centre to attract a more varied mix of retailers,
- b Retain and encourage enhancement of Queens Road and Chandag Road as local centres to complement the town centre because they provide an important range of essential day-to-day goods and services for their 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 on page 72)
- 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.



**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

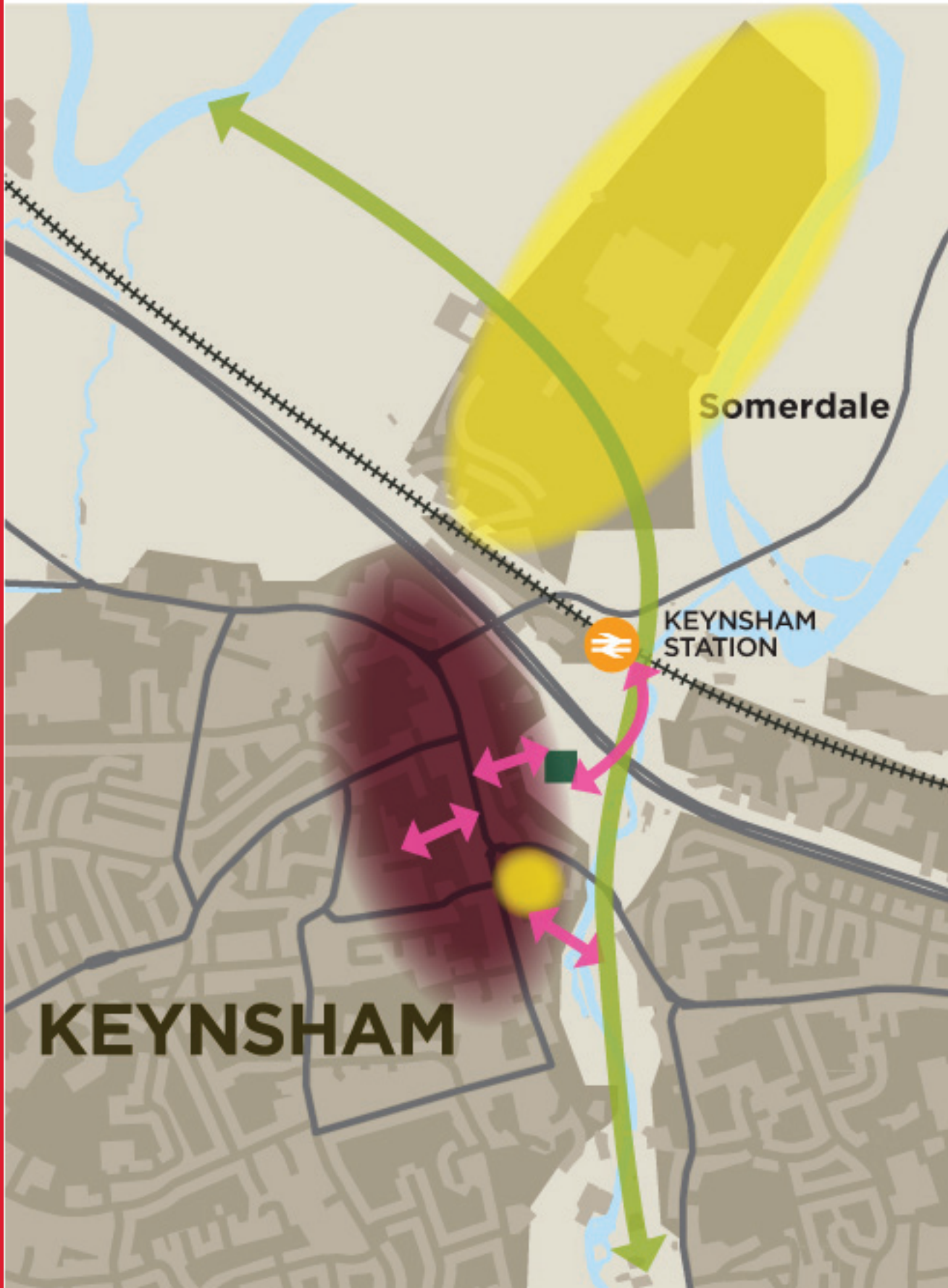
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**Keynsham is a great place to live and work, with its attractive setting, good transport links, traditional High Street and numerous active groups**

*Keynsham Town Plan, 2004*







◀ **DIAGRAM 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

### Town Centre & 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 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 English Heritage currently considers the town centre Conservation Area to be 'at risk' due to unsympathetic post-war development, resulting in damage to the historic grain and character, loss of traditional shop fronts and loss of small building frontages.
- 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.

**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 KE2

## Town Centre/ Somerdale Strategic Policy

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

# At present the overall image of the town is poor

*Wider B&NES Business Plan  
Ernst & Young 2007*

## 1 Key Opportunities

Establish an integrated and sustainable town centre (boundary is defined on the Proposals 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 and recreational uses.
- 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.

## 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.
- 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 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.
- 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.



**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 the commitments 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.
- 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

**Keynsham is a place of great potential. We want to build on the good things and embrace the future**

*Keynsham Town Plan, 2004*



## Delivery

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

- HCA 'single conversation': West of England Delivery and Infrastructure Delivery Programme - Includes £0.3million of public investment by 2015 in support of planning work to enable the proposals for Keynsham town centre and Somerdale to come forward.

**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
- Proposal by B&NES Council to redevelop the Town Hall / Centre site.
- Keynsham Town Centre Regeneration Delivery Plan which will 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.

**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	Public Investment in Site Preparation & Planning for Keynsham Town Centre	2010-2015	£0.3m	Homes & Communities Agency Funding through the West of England Single Conversation: West of England Delivery & Infrastructure Plan
K1.2	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
K1.3	Major improvements to increase sewerage capacity	Necessary enabling works to precede development at Somerdale	Not quantified	Wessex Water Business Plan (2010-15) 5 year cycles of investment agreed with Ofwat. Keynsham treatment plant upgrade - land needs to be safeguarded for expansion.
K1.4	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
K1.5	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
K1.6	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 & 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.

# Somer Valley

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Somer Valley  
 Disused railways  
 Characterful  
 Heritage  
 Potential  
 Ambitious



Wiltshire

Cycling  
Energy

Batch

Self Reliant

Enthusiastic

Locality

Ecology

Entrepreneurs

Town Park

Green Links





## 4a

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

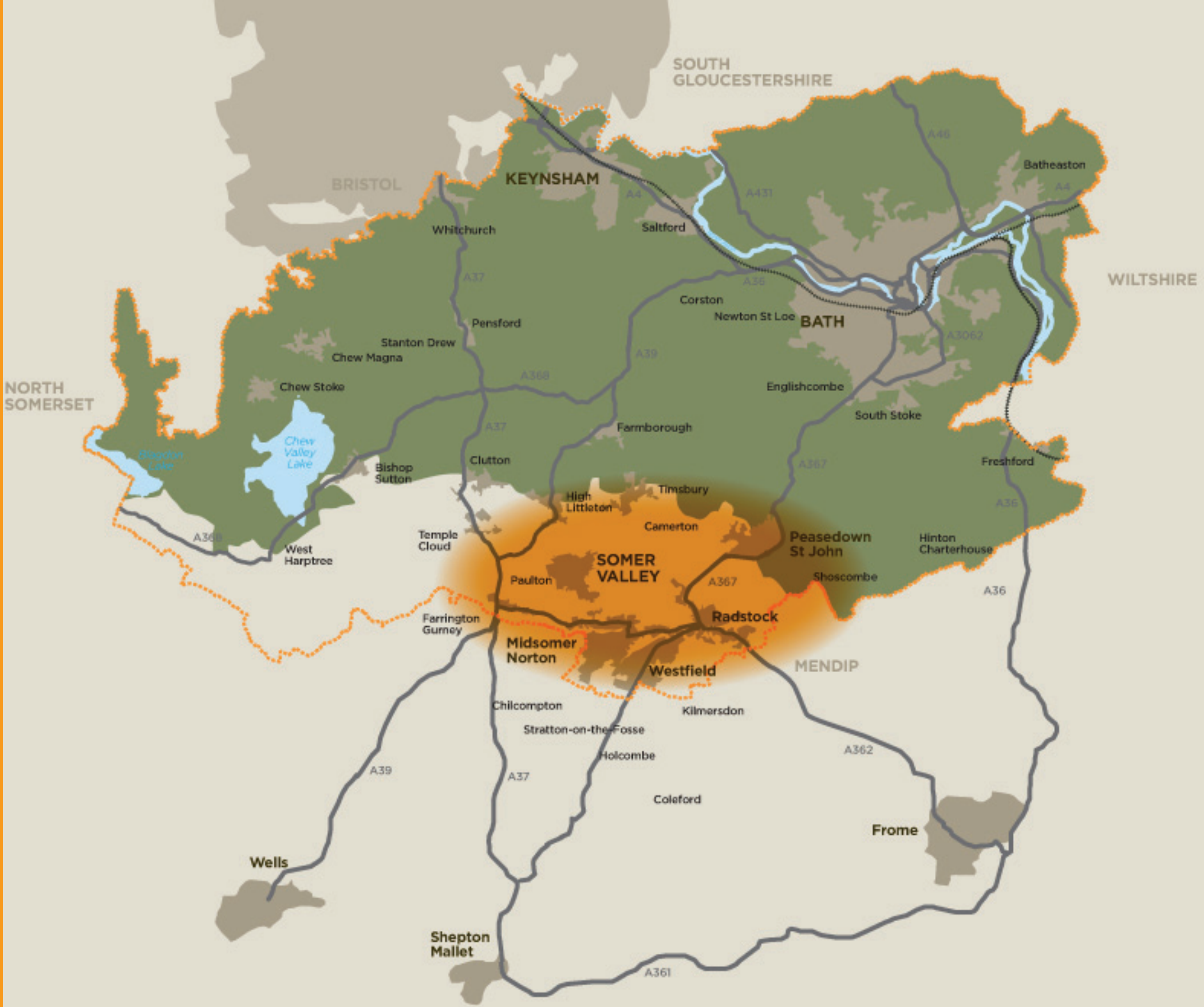
**4.06** Midsomer Norton is a market town dating back to medieval times. It became an important coal-mining town in the nineteenth century and continues to cater for key services, employment, shopping and leisure facilities to the wider communities. Its historic core runs along the River Somer which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

**DIAGRAM 14 ►**  
**SOMER VALLEY**  
**LOCATION****KEY**

- Green Belt
- Somerset 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 e.g. 2,200 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

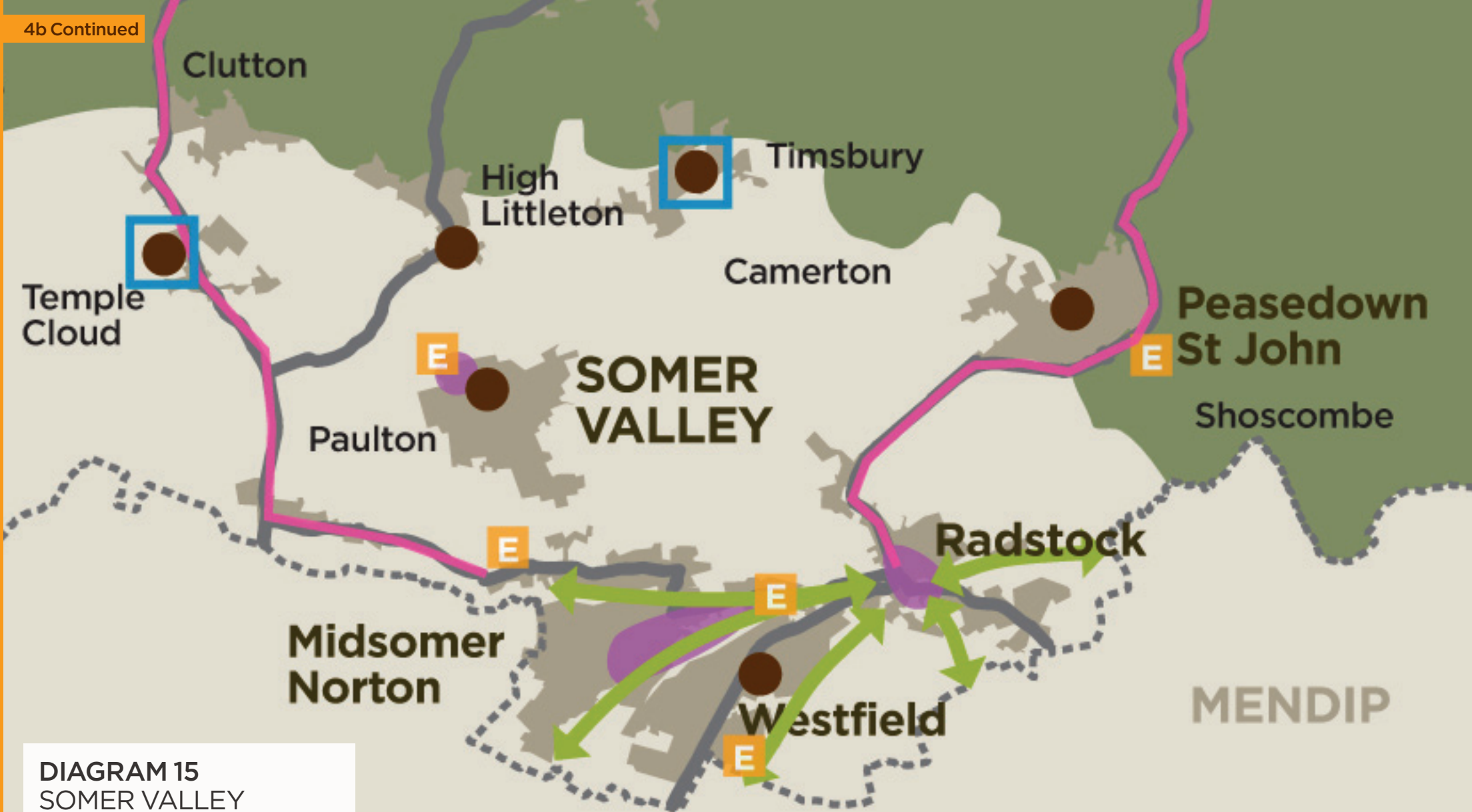
## The Vision

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 Somerset 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 Somerset 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 Somerset 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
- Policy RA1 Village
- 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 capacity within the Somer Valley to provide more than 2,000 jobs, it is unlikely that any more than around 1,000 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** In light of the high level of existing housing commitments, new housing will only be acceptable if it has direct economic, employment and community benefits to Midsomer Norton, Radstock and Westfield or contributes to the implementation of the Town Park. New housing will be limited in Paulton and Peasedown St. John in light of significant level of housing development recently built and already committed in these villages.

**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.

**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**



# 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 1,000 net additional jobs between 2006 and 2026.
- 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 30,000m<sup>2</sup> in 2006 to about 40,000m<sup>2</sup> in 2026  
Industrial/Warehouse floorspace: from about 110,000m<sup>2</sup> in 2006 to about 100,000m<sup>2</sup> in 2026  
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 only allow alternative uses where there is employment benefit or which contributes to improvements to the town centres, and does not lead to an unacceptable loss of employment land.

### 4 Housing

- a Enable up to 2,700 new homes to be built at Midsomer Norton, Radstock, Westfield, Paulton and Peasedown St John. 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.)
- b Ensure that any new housing above the existing commitments of 2,200 dwellings is within the Housing Development Boundary and has either employment benefit or contributes to the implementation of the Town Park.

### 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 on page 88)

### 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.



# 4c

## Midsomer Norton Town Centre

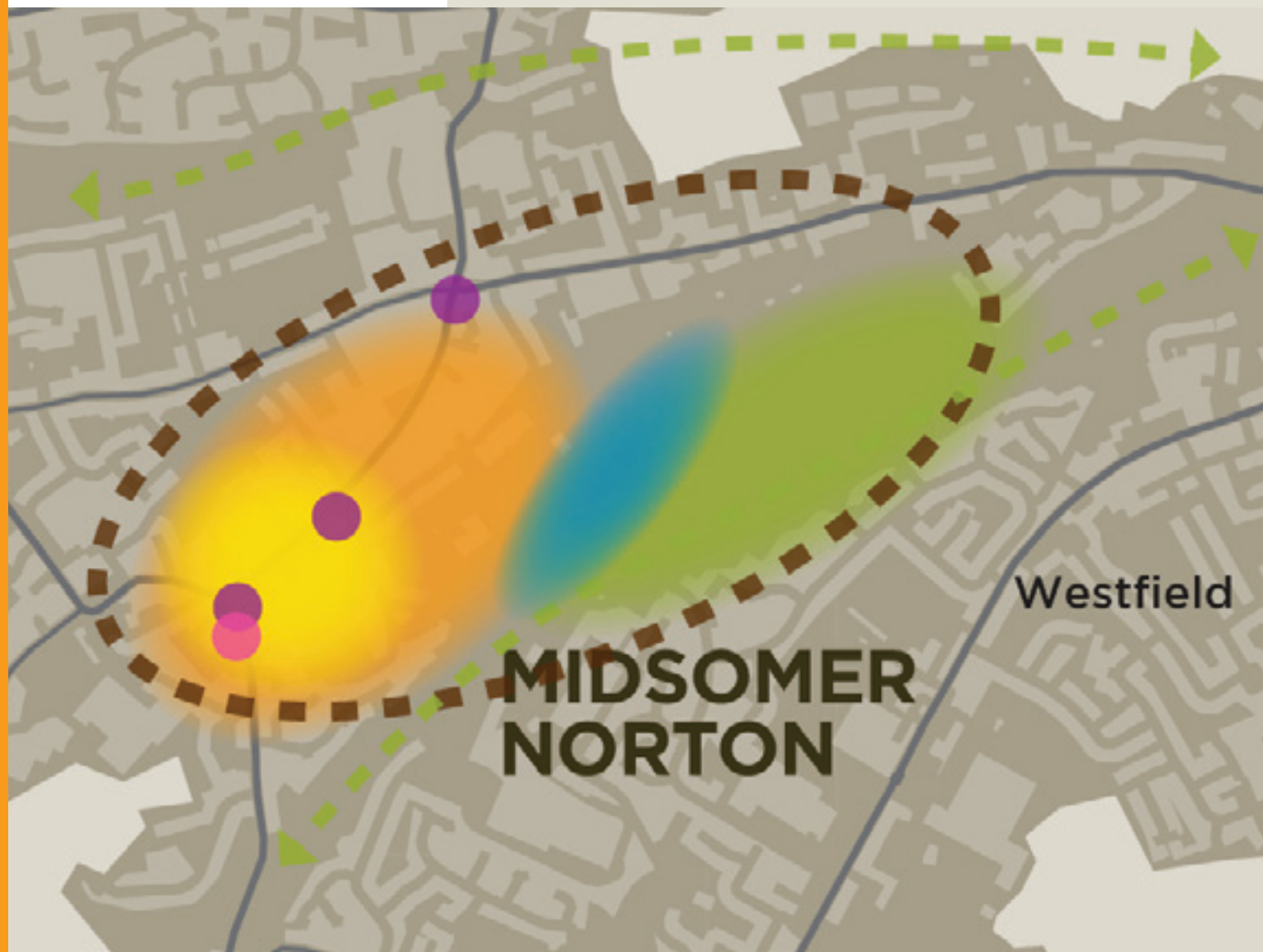
### ▼ DIAGRAM 16 MIDSOMER NORTON TOWN CENTRE

#### KEY

- The Policy Area
- 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 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 Midsomer Norton Town Centre is to

### 1 Key Opportunities/Priorities

- a Unlock redevelopment sites in the town centre (boundary defined on the Proposals 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 Enhancement of 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

- a Make provision for;
- b About 200 homes (including existing commitments).
- c Some larger retail units in the core areas of the High Street.
- d Modern office space to offset the loss of manufacturing jobs.
- e 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



**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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## 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 provisions which mirror 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.





# Policy SV3

## Radstock Town Centre Strategic Policy

The Strategy for Radstock Town Centre is to

### 1 Key Regeneration Opportunities

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

### 2 Scope and Scale of Change

Make provision for:

- a About 200 homes (including existing commitments).
- 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 Somerset 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 opposite). 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 & 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 Regeneration Delivery Plan which will 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 Regeneration Delivery Plan

**4.29** The Council will work in partnership with 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
<b>MNRI.1</b>	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
<b>MNRI.2</b>	Part of Greater Bristol Bus Network Major Scheme A37 Bristol to Midsomer Norton and Bath and Bath to Midsomer Norton & Radstock	2006-2011/12	£70m (at 2006 prices) for overall project	West of England Authorities, First Group, DfT.
<b>MNRI.3</b>	Site Base infrastructure requirements for Old Mills II	2010 onwards	Under investigation	HCA Rural Masterplanning fund – Investigative site infrastructure work being undertaken.

# Rural Areas

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Picturesque

Cherished

Sensitive

Disparate

Diverse

Relaxing

Tranquil

Green

Character

Community

Enlivened

Networks

Rural

Agricultural

Local need





## 5a

# 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 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 AONB. 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.

**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 Cotswold 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.

**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.

# a peaceful environment in which to live and work

**5.09** In the central part of the district, the extensive plateau from Hinton Blewitt 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.
- Potential opportunities to diversify the rural economy e.g. centred around local food production or renewable energy.

## 5b

# 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. The Core Strategy directs small scale housing and employment development to the most sustainable villages where there is also development capacity and community support. 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 800 homes and 500 jobs in the rural areas, including an additional 250 dwellings over existing commitments.

**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.





**DIAGRAM 18**  
**POLICY RA1 VILLAGES**

- KEY**
- Green Belt
  - Built Up Areas
  - Policy RA1 Villages

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## Meeting local need for housing and employment

**5.17** A number of villages have been identified where:

- access to facilities and public transport is best
- there is capacity for development
- there is community support for some small scale development

These villages are to be the focus for new small scale development under policy RA1. Community support is demonstrated by the views of the Parish Council as the locally elected representative of those communities.

### Housing

**5.18** The villages which currently meet these criteria and that have some capacity for development are: Batheaston, Bishop Sutton, Farmborough, Temple Cloud, Timsbury and Whitchurch. These villages are shown on the diagram 18. This indicative list of villages will be included in the review of the Core Strategy.

**5.19** The inclusion of Farmborough in this list is subject to provision of a sustainable transport link to local shopping facilities. Paulton and Peasedown St John are not identified in this list. This is in accordance with the Spatial Strategy for the Somer Valley (Policy SV1). A significant level of residential development is already committed at Paulton and Peasedown St John and the strategy does not make additional provision for housing.

**5.20** Policy RA1 should be considered alongside Core Policy CP8 Green Belt. Proposals for development that adjoin housing development boundaries in the Green Belt will therefore not be acceptable unless very special circumstances for development can be demonstrated.

**5.21** The 250 additional dwellings to be accommodated within the rural areas under the District-wide spatial strategy

will be distributed as appropriate with small scale housing developments of up to and around 30 dwellings at the villages which meet the criteria referred to in paragraph 5.17 (see Policy RA1). This will be considered in more detail through the Placemaking Plan. The Housing Development Boundaries shown on the Proposals Map (saved from the existing Local Plan) will also be reviewed as part of the Placemaking Plan.

**5.22** To complement this approach, some limited residential development 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 Proposals 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 PPG2. 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 Proposals Map proposals for residential and employment development will be determined in accordance with national policy set out in PPG2.

# Policy RA1 Development in the villages meeting the listed criteria

Proposals for residential and employment development of a scale, character and appearance appropriate to the village and its setting will be acceptable in and adjoining 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:

- at least 3 of the following key facilities within the village: post office, school, community meeting place and convenience shop, and
- at least a daily Monday-Saturday public transport service to main centres, and
- local community support for the principle of development can be demonstrated.

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

## 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 Proposals Map and not meeting the criteria of policy RA1 proposals for residential 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

## 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. There may also be opportunities to convert rural buildings into 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 s.106 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 'Policy RA1' villages small scale employment development may be appropriate and potential site allocations will be considered through the Placemaking Plan. In order to ensure the ongoing 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 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 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.

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

## 5c

# Infrastructure and Delivery

## Infrastructure

**5.43** Key transport infrastructure improvements that will support delivery of the strategy include the Greater Bristol Bus Network major scheme which will improve 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.

**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 the 'Policy RA1' villages and to the delivery of employment sites. Further assessment of the potential for development in Farmborough to help fund a sustainable transport link to local shopping facilities also needs to be undertaken through the Placemaking Plan.

# Core Policies

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Design

Character

Architecture

Energy

Public Realm

Shopping

Biodiversity

Environment



# 6a

## 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.

**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.

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

## 6b

# Responding to a Changing Climate

## Reducing the area's CO<sub>2</sub> 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 CO<sub>2</sub> emissions by 45% by 2026 from 1990 levels.

**6.04** The CO<sub>2</sub> 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.

**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 there is scope for detailed guidance in relation to sensitively retrofitting our historic building stock. Proposals for retrofitting historic buildings should also ensure that the integrity of European wildlife sites and species are 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 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 in conservation areas, whilst safeguarding the special characteristics of these heritage assets for the future. Proposals will be considered against Policy HE1 of PPS5

## 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 should be supported by more detailed supplementary policy. 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 site specific SPD where existing buildings are present.*
- 4 *Signposting of retrofitting information including Government financial initiatives and schemes, public awareness and demonstration events can also be provided by the Council.*

## Sustainable Construction

**6.09** National methodologies for assessing sustainable construction in new buildings are currently set out in the Code for Sustainable Homes (CfSH) and Building Research Establishment Environmental Assessment Method (BREEAM). Under the CfSH the rating for a dwelling is determined by nine categories: Energy and CO<sub>2</sub> emissions, Pollution, Water, Health & Wellbeing, Materials, Management, Surface Water run-off, Ecology & Waste. The BREEAM standard for non-domestic dwellings uses similar categories. Both standards are awarded by a certified assessor and include options for design stage and post-occupancy assessments. The CO<sub>2</sub> emissions of these sustainable construction targets are covered nationally via "Part L" of the Building Regulations and water elements are covered by "Part G".

**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.

**6.11** The Council is empowered to apply the full range of sustainable construction standards included in CfSH & BREEAM, taking account of viability. Requiring that CfSH and BREEAM (or equivalent) assessments are undertaken for major development will ensure that sustainable construction is considered at the design stage of schemes. For example, CfSH assessments consider issues such as site waste management and household waste/recycling storage, energy, cycle storage, flexible spaces (such as potential for home office), responsible sourcing of materials, flood risk and drainage, considerate constructors scheme, sound insulation and ecological enhancements from the outset thereby raising the quality of a scheme.

**6.12** The Core Strategy requires all major residential development to meet CfSH standards in line with the stepping up of Building Regulations. Code for Sustainable Homes level 6 is considered to be zero carbon (although the precise definition is still to be clarified by the government), and unlike level 5, it requires both regulated and unregulated emissions be considered (i.e. additionally includes white goods).

**6.13** All major non-residential developments are required to undertake and submit a BREEAM assessment. Interim targets in the lead up to 2019 have not been set at this stage.

**6.14** The costs associated with the assessment processes means that the Council only requires these assessments for major development (as defined in The Town & Country Planning (Development Management Procedure) (England) Order, 2010).

**6.15** Evidence to underpin this strategy, including evidence to show that the stepped CfSH targets are viable and technically feasible is included in the Council's Viability Study (2010) and in the Renewable Energy and Planning Research (2009 & 2010). The use of flexible mechanisms such as "allowable solutions" or offsite generation will contribute to the achievement of zero carbon development.

## 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;
- Minimisation of waste and recycling 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.

For major development a BREEAM and/or Code for Sustainable Homes (CfSH) (or equivalent) pre-assessment will be required alongside a Planning Application. Post-construction assessments will also be required. These assessments must be undertaken by an accredited assessor.

The standards set out in the table below will be requirements for major development over the plan period:

Applications for all development other than major 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 Design stage and post-construction CfSH and BREEAM Assessments undertaken by accredited assessors will be required for major developments in line with the targets specified above which reflect the national requirements incorporated in Building Regulations.

4 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.

Type of Development	2011-2012	2013	2016	2019
<b>Residential Development</b>	Code for Sustainable Homes Code 3 (in full)	Code for Sustainable Homes Code 4 (in full)	Code for Sustainable Homes Code 6 (in full i.e. zero carbon)	n/a
<b>Non-Residential</b>				BREEAM Excellent (to include zero carbon)



## 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 historic 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.

**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 2026.

	Capacity (Megawatt)
<b>Electricity</b>	110MWe (Megawatt Electricity)
<b>Heat</b>	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. Design stage CfSH and BREEAM Assessments undertaken by accredited assessors will be required for major developments in line with the targets specified above which reflect the national requirements incorporated in Building Regulations*

*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 emerging 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.

**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 identified “district heat priority areas”, shown on diagram 19, 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.

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.

The Council will expect all major developments 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 Gas-fired CHP/CCHP or hydrogen fuel cells, both accompanied by renewables
- 4 Communal CHP/CCHP fuelled by renewable energy sources
- 5 Gas fired CHP/CCHP

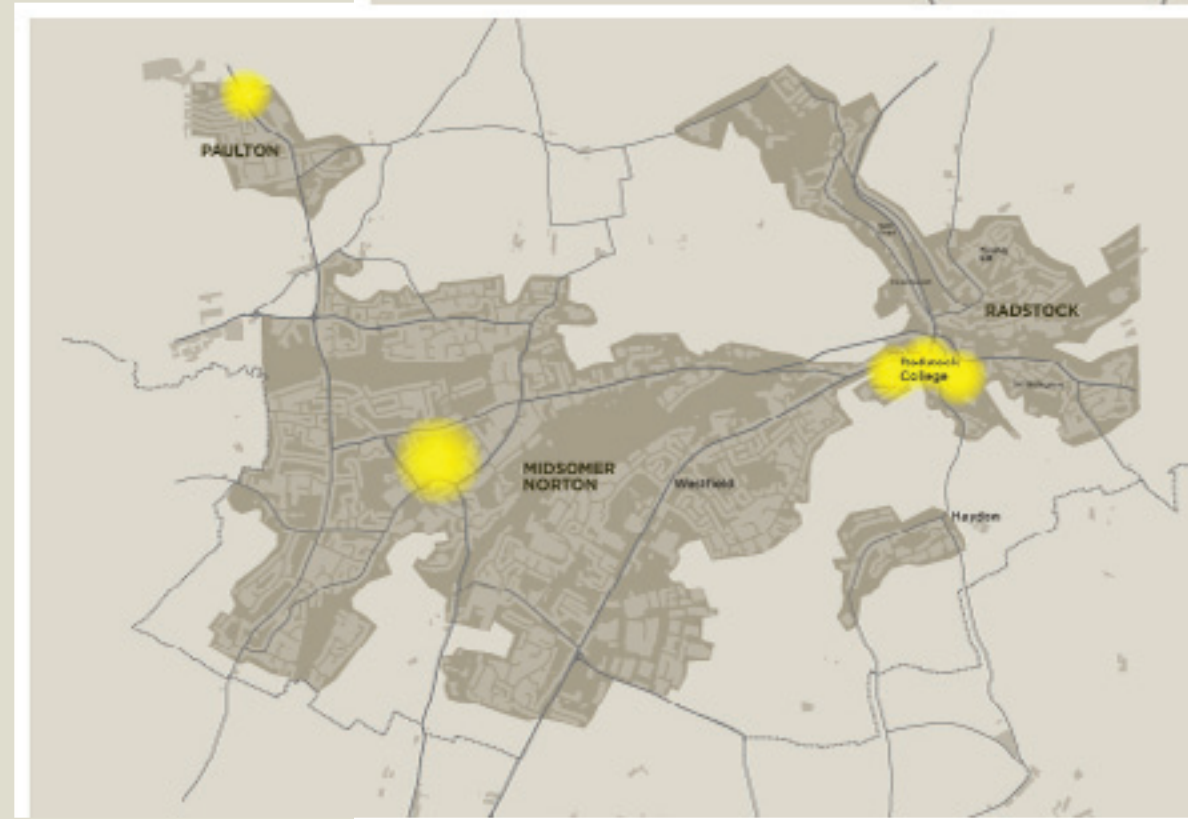
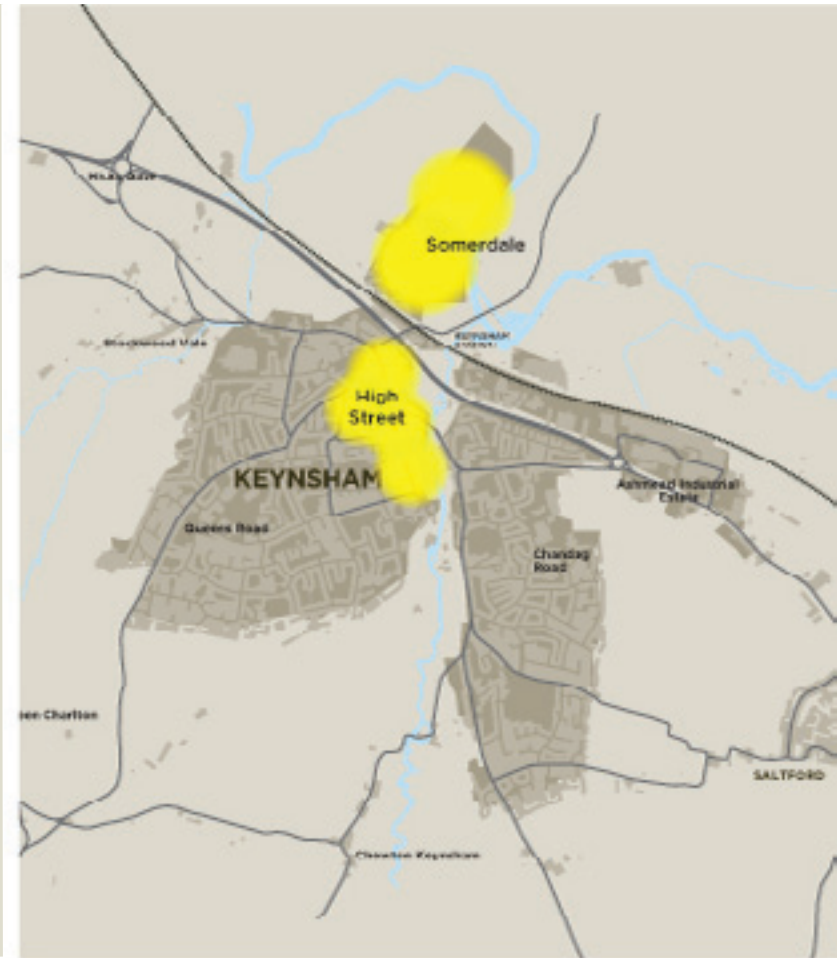
## Delivery

*1 This policy will provide a basis for Development Management to support the principle of CHP, CCHP and District Heating included in planning applications*

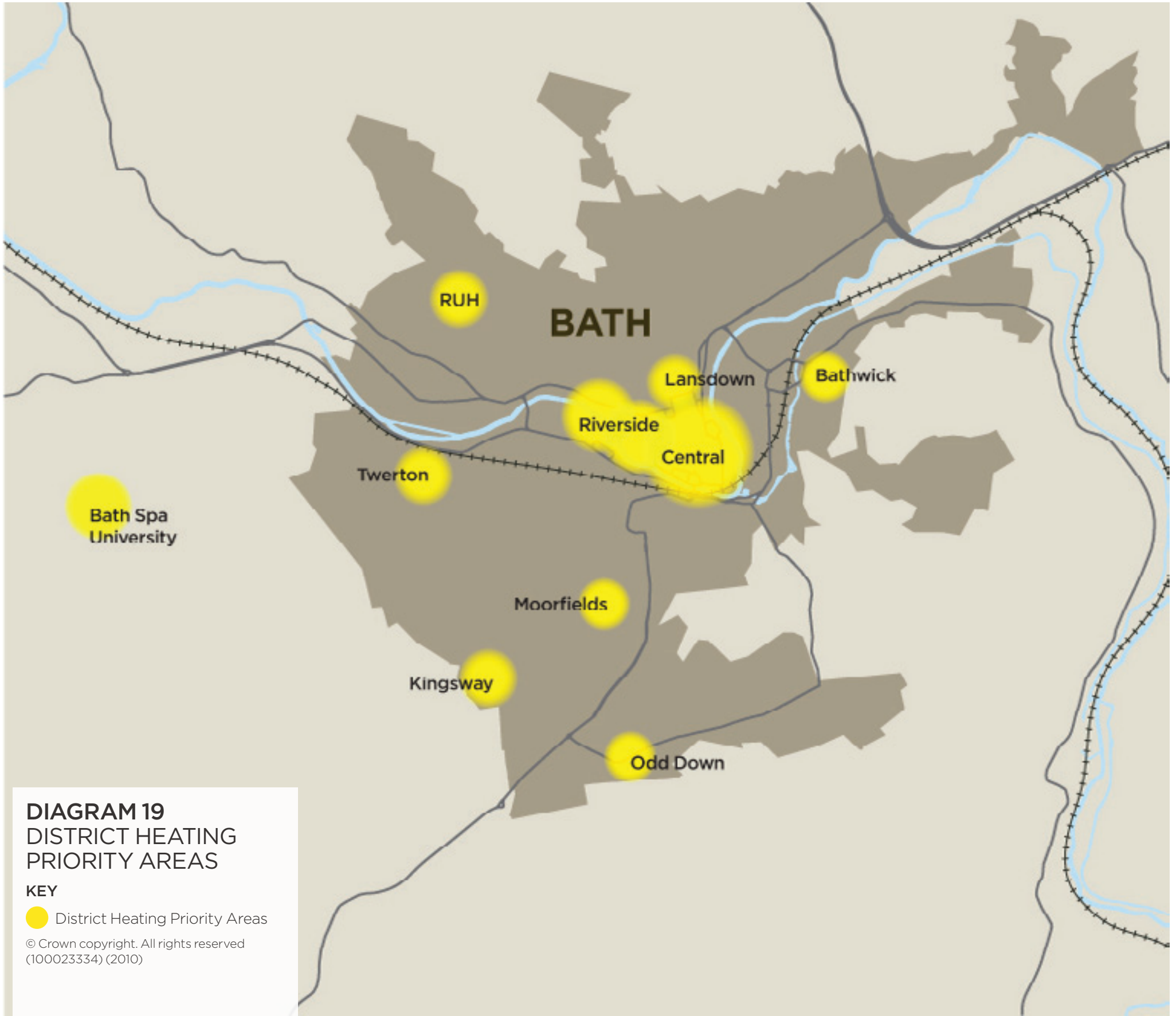
*2 Planning Applications within the DHPAs will need to demonstrate how they are incorporating district heating and to justify any alternative approach.*

*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 will be identified in the B&NES District Heating Feasibility Study and will include actions that the Council and the Private Sector could initiate.*







**DIAGRAM 19**  
DISTRICT HEATING  
PRIORITY AREAS

**KEY**

● District Heating Priority Areas

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## Flood Risk Management

**6.25** The dominant flood risk affecting the district is flooding from 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 sources including sewers, land, and groundwater, as well as risks from artificial sources such as reservoirs. Climate change impacts may increase the severity and frequency of storms and therefore flooding. Flooding from rivers, sewers and surface water is therefore likely to increase throughout the district in the future.

**6.26** PPS25 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** PPS25 and its associated Practice Guide 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 (SFRA), providing detailed information on all sources of flooding across the district. Furthermore a subsequent Flood Risk Management Strategy (July 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 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, B4, KM1, KM2, SV1, SV2 and SV3). In some instances, development in flood risk areas has been unavoidable. 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 D.1 Flood zones and D.2 Flood Risk Vulnerability Classification of PPS25) 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. PPS25 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 PPS25 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 which seek 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 will be established as the Lead Local Flood Authority, going forward this will require the development and implementation of Local Flood Risk Management Strategies. The Council will also be established as the SuDS Approving Body with responsibility for the approval, adoption and maintenance of SuDS systems. In order to be approved, the proposed drainage system should meet new national standards for sustainable drainage. Where both planning permission and SuDS approval are required, the processes will run together.

# 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 (PPS25). Any development in areas at risk of flooding will be expected to be 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**

*1 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.*

## 6c

# 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** The benefit of 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 PPS1 and its supplement, and PPS3, as well as best practice including the Manual for Streets, By Design, the Lifetime Homes Standard and CABE's Building for Life (BfL) 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** Housing schemes will be expected to demonstrate how they have been designed to meet Building for Life standards (or equivalent should these be superseded within the strategy period). The Council will expect proposals to achieve as a minimum, a 'good' standard as defined by BfL or an equivalent future standard.

**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.

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



## 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 historic 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 historic 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 re-use 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. Important too is the ability of historic built environments to absorb change particularly tackling fuel poverty and climate change. Bath stone and other local traditional building materials should be re-used either on site or re-used elsewhere in favour of newly won mineral products.

**6.42** National policies in PPS5 complemented by Core Strategy Policy CP6 together with more detailed saved policies in the Local Plan will provide the context for considering development proposals.

**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). 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.

**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 which reinforces and contributes to its specific local context, creating attractive, inspiring and safe places.
- b ensuring that all major housing schemes meet CABE's Building for Life (BfL) good standard, as a minimum.

## 2 Historic Environment

The cultural and historic environment will be preserved or enhanced, and sites, buildings, areas and features of recognised national and local importance and their settings will be protected. Proposals that contribute to the mitigation of climate change will be considered against Policy HE1 in PPS5.

## 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 & 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, in particular, respect and enhance existing networks of priority habitat; 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 principally through the Development Management process. Conservation Area Appraisals and other supplementary planning documents and guidance will be 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 proactive strategies will be encouraged to support policy delivery.

#### **Landscape**

Delivery will be 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 through the Development Management process 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.

# 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 is preparing a GI Strategy and Delivery Plan which will set out further guidance as to how GI principles should be applied to development proposals including provision of major infrastructure improvements. Appropriate aspects of the GI plan will be included as SPD.*

## **Green Infrastructure**

**6.55** Green Infrastructure (GI) is a 'network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities' (PPS12). 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.

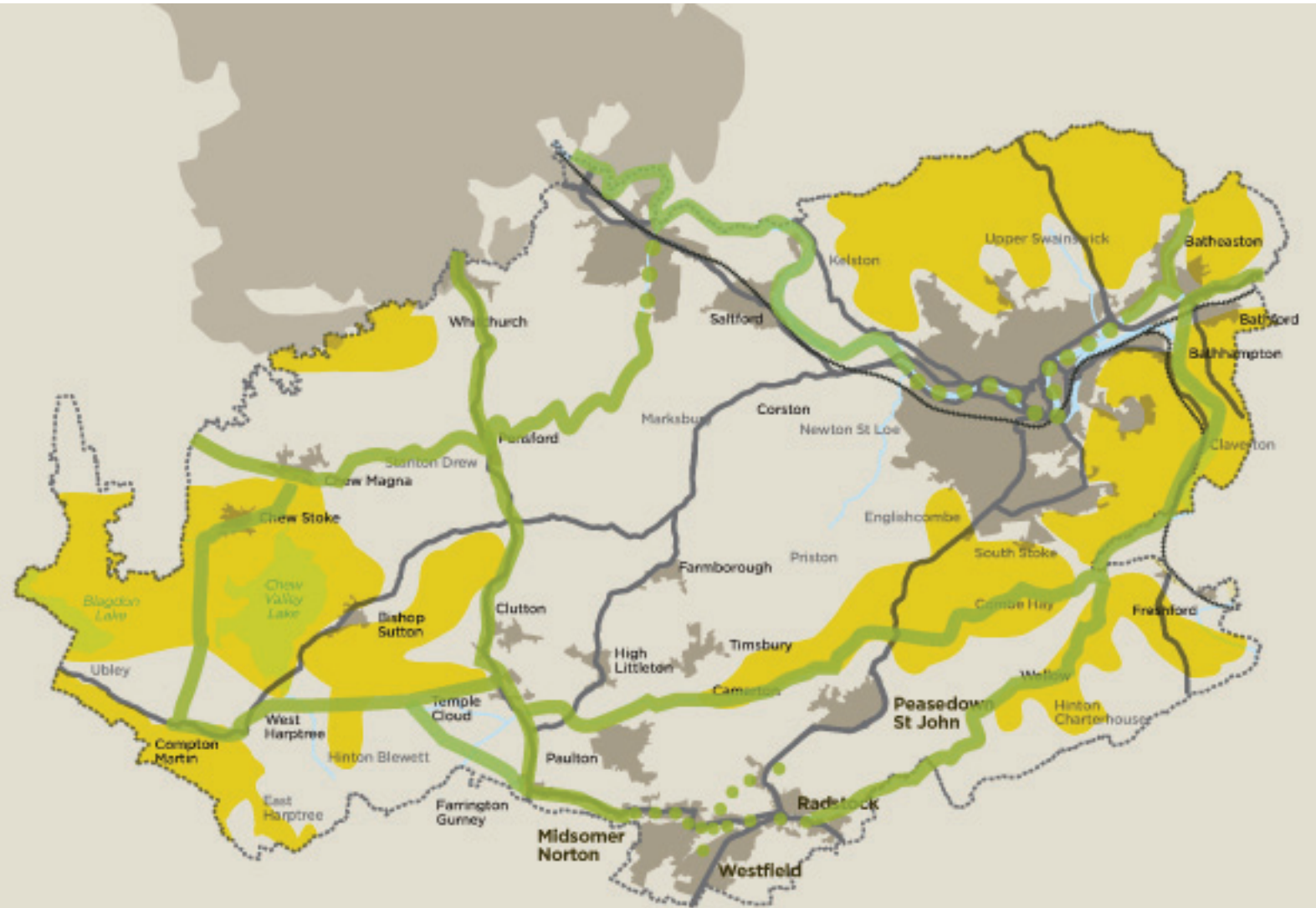
**6.57** B&NES already has a wealth of existing green assets including open green spaces, street trees and woodland, other natural habitats, recreational routes, historic landscape, allotments and waterways. However, the concept of GI looks beyond existing designations, seeking opportunities to enhance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



**6.58** B&NES Strategic GI network diagram (see diagram 20) is illustrative and shows a strategic overview of existing GI assets and some of the key opportunities. In the rural areas the network is based around the key recreational routes, river corridors, existing networks of wildlife sites and Strategic Nature Areas (SNAs). SNAs represent the most important areas for the conservation, expansion and restoration of important habitats. The Strategic GI corridors indicate functioning networks for recreation and biodiversity.

**6.59** In urban areas the network is influenced by the existing urban form and function, but GI links through and within urban areas are an integral part of creating sustainable communities. Existing GI assets need to be protected and enhanced to achieve their full value at local and district levels. The River corridor through Bath and beyond is a key GI asset that requires a “whole river” approach to realise its full potential as a multifunctional green corridor. The Placemaking Plan will set out how new developments can contribute effectively to green infrastructure.

**6.60** The Council is preparing a Green Infrastructure Strategy which will be developed within the sub-regional context to ensure that cross-boundary GI issues are addressed. As well as identifying the existing network, assets and opportunities for the improvement and creation of new GI, the Green Infrastructure Strategy will ensure that GI is delivered, maintained and managed sustainably and creatively well into the future.



## DIAGRAM 20 ILLUSTRATIVE GREEN INFRASTRUCTURE NETWORK

### KEY

- Built Up Areas
- Strategic Green Infrastructure Corridors through Rural Areas
- Strategic Green Infrastructure Corridors through Urban Areas
- Strategic Nature Areas

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## 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.

**6.64** In light of the opportunities for development in the plan period Keynsham continues to be excluded from the Green Belt and an Inset boundary is defined on the Proposals Map. There are a number of villages which meet the requirements of national policy in PPG2 'Green Belts' para 2.11 and continue to be insets within the Green Belt as established in the Bath & North East Somerset Local Plan. These villages are those which are the most sustainable rural locations for accommodating limited new development in the plan period. There are no exceptional circumstances which would justify amending these Inset boundaries and therefore, they remain unchanged. Some sites may come forward in the Green Belt under the Government's proposals for Community Right to Build.

# 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 Proposals 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.*

## 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 for building and renovation projects. There are also coal resources within Bath & North East Somerset which are capable of extraction by surface mining techniques.

**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. The approach to this is set out in Policy 26 of the Joint Replacement Structure Plan.

**6.68** The emerging 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** Development proposals relating to minerals resources will continue to be considered within the context of national minerals planning policy and the saved minerals policies in the B&NES Local Plan until reviewed through the Placemaking Plan. Minerals Safeguarding Areas will be defined in the Placemaking Plan as will other minerals allocations and designations.

### Delivery:

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

## Waste

**6.70** The JWCS Development Plan Document will set 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 2026: 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](http://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.

**Table 8**

*Bristol/Bath Green Belt Within Bath and North East Somerset*

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

## 6d

## Affordable Housing, mix of housing and Gypsies &amp; 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 and the current requirements in the Planning Obligations SPD.

**6.74** Affordable housing is defined as 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. Examples of intermediate housing include shared ownership (part rent / part sale), equity loan and intermediate rent.

**6.75** The need for affordable housing in B&NES is high with the affordability gap between local incomes and market house prices being very wide. The Strategic Housing Market Assessment (SHMA) estimates that typically less than 50% of households where the head of household is under 35 years old could afford to buy or rent within the district over the period 2010-2026. This affordability gap results in high levels of housing need which are not being met by vacancies in the existing stock of affordable housing or by recent new supply.

**6.76** To better understand the workings of housing markets at the sub-regional and local level the Council jointly commissioned a SHMA which appraised the housing market across the sub-region of the West of England. The assessment, published in 2009, has demonstrated a high level of need for affordable housing throughout the district, taking account of current and future projected market conditions. The level of unmet affordable housing need is high and based on the evidence from the SHMA the Council could theoretically require 100% of all future planned residential development to be affordable housing.

**6.77** The assessment also provides a profile of this need in terms of likely tenure split between rented and intermediate affordable housing and the likely type / size requirements. The SHMA suggests that in B&NES a tenure split of 93%/7% social rent to intermediate housing is appropriate. This is based on the evidence of housing need and does not take in to account the need to create balanced communities and therefore the Council believes a 75%/25% tenure split to be more sustainable.

**6.78** To understand the capacity of private development to deliver affordable housing the council has commissioned a viability study. The B&NES Viability Study (Three Dragons, July 2010) has 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 and hence any district wide policy must reflect the fact that any affordable housing target is seen as an average with some higher value areas capable of delivering more affordable housing and some less.

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

# Policy CP9 Affordable housing

## Large sites

Affordable housing will be required as on-site provision in developments of 10 dwellings or 0.5 hectare (whichever is the lower) and above. An average affordable housing percentage of 35% will be sought on these large development sites. This is on a grant free basis with the presumption that on site provision is expected.

Higher affordable housing proportions (up to a maximum of 45%) may be sought in individual cases, taking account of:

- a whether the site benefits from above average market values for the district;
- b whether grant or other public investment may be available to help achieve additional affordable housing.

In some cases the scheme viability may justify the Council accepting a grant free provision of affordable housing below the average of 35%. This may be applicable on schemes where market values are significantly below the district average or where the build costs are exceptionally high and taking into account whether grant or other public investment may be available.

## Small sites

Residential developments on small sites from 5 to 9 dwellings or from 0.25 up to 0.49 hectare (whichever is the lower) 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 17.5%, half that of large sites, in order to encourage delivery.

In terms of the 17.5% affordable housing on small sites, the Council will first consider if on site provision is appropriate. In many instances, particularly in the urban areas of Bath, Keynsham, Midsomer Norton and Radstock 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.

## 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.

## Tenure

The tenure of the affordable housing will typically be based on a 75/25 split between social rent and intermediate housing.

## 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 houses including some large 4/5 bed dwellings.

## Other

All affordable housing units delivered through this policy should remain at an affordable price for future eligible households. 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 Affordable Housing Development Team, or equivalent, through the development management process. Applicants are recommended to hold early conversations with the Affordable Housing Development 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.*



# 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

### **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**

**6.81** Local Development Frameworks must consider the accommodation needs of gypsies, travellers and travelling showpeople. Gypsies, travellers and travelling showpeople are not one single group and their differing cultural needs relating to residential homes and stopping places must be considered. There are currently no authorised gypsy and traveller sites within the District. The West of England Gypsy and Traveller Accommodation Assessment (WoE GTAA) undertaken in 2007 investigates accommodation requirements of the gypsy and travelling communities in B&NES for the period 2006-2011.

**6.82** Provision for gypsies, travellers and travelling showpeople will be decided in line with Circulars 01/2006 'Planning for Gypsy and Traveller Caravan Sites' and 04/2007 'Planning for Travelling Showpeople'. These Circulars state that a criterion based approach needs to be taken in the Core Strategy when looking at the location of sites. Core Policy CP11 sets out the criteria to 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

Proposals for sites for gypsies, travellers and travelling showpeople accommodation will be considered against the following criteria:

- a local community services and facilities, including shops, schools and health facilities, should be accessible by foot, cycle and public transport
- 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 amenity, parking and manoeuvring, as well as any commercial activity if required
- d the site does not harm 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 use of the site must have no harmful impact on the amenities of neighbouring occupiers
- g the site should avoid areas at high risk of flooding and have no adverse impact on protected habitats and species, nationally recognised designations and natural resources

**Delivery:**

Delivery will be through the Development Management process.

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

## 6e

## 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 2026, 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:**

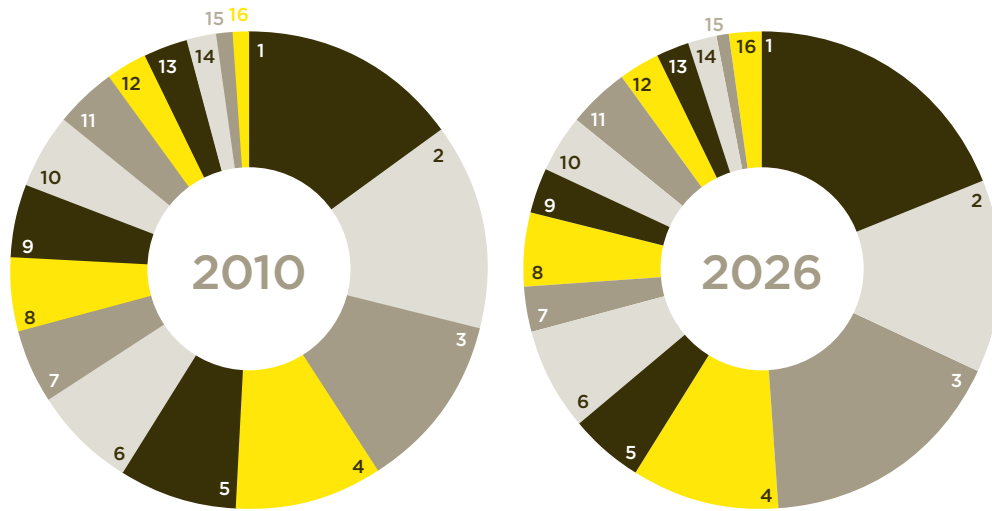
Sites will be identified and allocated in the Placemaking Plan to meet the identified employment space requirements. Delivery of economic development will also be facilitated by the B&NES Economic Strategy, the Regeneration Delivery Plans and the Development Management process. Working alongside local communities and partners will be essential to deliver the ambitions of the Economic Strategy.

## 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 & 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.



# Policy CP12

## Centres and retailing

The centres within the hierarchy of shopping centres set out below and as defined on the Proposals 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: Walcot Street, Margaret's Buildings, St. James' Street (Julian Road), River Street Place (Julian Road), Lansdown Road, Nelson Place East and Cleveland Terrace/Place, London Road, Fairfield Park, Larkhall, Chelsea Road (Lower Weston), Weston High Street, Twerton, Southdown, 65-86 Lower Bristol Road, Wellsway (Bear Flat), Widcombe, Combe Down, Bradford Road (Combe Down), Frome Road/Bloomfield Road (Odd Down), Upper Bloomfield Road (Odd Down), Bathwick Hill and Bathwick Street  
In Keynsham: Queen's Road and Chandag Road  
Westfield

### Local Centres (rural)

Bathampton, Batheaston, Chew Magna, Paulton, Peasedown St. John, Saltford, Timsbury 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 Proposals 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 Proposals 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 during 2010/11 to support future planning decisions and guide the Placemaking Plan.*

*PPS4 'Planning for Sustainable Economic Development' contains national planning policies towards development in town centres and for economic development in general which are a material consideration and will inform decisions on specific proposals.*

**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.

**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 Salford 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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 w 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 PPS1 and PPS23.

## 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 Obesity: 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.

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

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

## 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 that was made 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. Proposals for housing development should consider the potential for cumulative effects on community facilities.

**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 on pages 21 and 22, 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 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.*

**The approach  
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Development  
Framework is  
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reducing car  
dependency...**

# Monitoring & Review

**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** Many objectives/policies can be measured quantitatively and this is set out in the framework below. However, others do not lend themselves to this and performance is measured in a different way. Monitoring performance against the indicators set out is principally undertaken through the Annual Monitoring Report (AMR). The AMR is published in December each year and in addition to setting out monitoring information includes 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 anticipated to be reviewed about every 5 years after its adoption. The review process will commence around 2 to 3 years in advance of the review date in order to enable the timely and considered preparation and adoption of revised policies. The timetable for preparing other Local Development Documents is set out in the Council's Local Development Scheme.

**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
1 Pursue a low carbon and sustainable future in a changing climate	<b>CP1</b> Retrofitting existing buildings	<ul style="list-style-type: none"> <li>Number of residential and non-residential properties that install photovoltaic cells annually (as registered with LABC)</li> <li>Number of properties installing cavity insulation annually (as registered with LABC)</li> <li>Number of residential dwellings installing double glazing annually (as registered with LABC)</li> </ul>	
	<b>CP2</b> Sustainable Construction	<ul style="list-style-type: none"> <li>Number of major schemes with Code for Sustainable Homes (CfSH)/assessments undertaken and ratings</li> <li>Number of major schemes with BREEAM assessments undertaken and ratings</li> </ul>	<p><b>By 2011/12</b> Residential – all schemes to meet CfSH code 3 (in full)</p> <p><b>By 2013</b> Residential – all schemes to meet CfSH code 4 (in full)</p> <p><b>By 2016</b> Residential – all schemes to meet CfSH code 6 (in full)</p> <p><b>By 2019</b> Non-Residential – all schemes to meet BREEAM Excellent including zero carbon</p>
	<b>CP3</b> Renewable Energy	<ul style="list-style-type: none"> <li>Proportion and number of renewable energy schemes granted planning permission annually</li> <li>Amount of renewable energy generated by installed capacity, for electricity (MWe) and heat (MWth)</li> <li>Amount of renewable energy generated from renewable energy sources annually (measured via 'Feed in Tariff data).</li> </ul>	<p><b>By 2026</b> 110 MWe (Electricity) 165 MWth (Heat)</p>
	<b>CP4</b> District Heating	<ul style="list-style-type: none"> <li>Location of heat priority areas where policy district heating schemes have started to be implemented</li> <li>Proportion and number of Combined Heat and Power schemes granted planning permission annually</li> </ul>	
	<b>CP5</b> Flood Risk Management	<ul style="list-style-type: none"> <li>Number of planning permissions granted contrary to Environment Agency advice</li> </ul>	



Strategic Objective	Policy	Indicator	Quantification of objective
<p><b>2</b> Protect and enhance the District's natural, built and cultural assets and provide green infrastructure</p>	<p><b>CP6</b> Environmental Quality</p>	<ul style="list-style-type: none"> <li>• Change in priority habitats (in hectares)</li> <li>• Number of nature conservation sites that are enhanced annually</li> <li>• Number and proportion of housing schemes meeting Building for Life (BfL) good standard annually (post-construction monitoring)</li> </ul> <p><i>Protection of greenfield land through prioritising development of previously developed sites relates also to regeneration and housing delivery objectives – see indicator and quantification below</i></p>	
	<p><b>CP7</b> Green Infrastructure</p>	<p>A range of indicators to monitor the provision and enhancement of green infrastructure are being developed as part of the Green Infrastructure Strategy.</p>	
<p><b>3</b> Encourage economic development, diversification and prosperity</p>	<p><b>DW1</b> District-wide spatial strategy and Place based spatial strategies:</p> <p>B1 KE1 SV1 RA1 &amp; 2</p>	<ul style="list-style-type: none"> <li>• Amount of floorspace developed by type (office/ industrial) in sqm, by place annually and total since 2006. Gains, losses and net.</li> <li>• Amount of floorspace on previously developed land by type (office/industrial) in sqm, by place annually and total since 2006. Gains, losses and net.</li> <li>• Employment land available by type</li> <li>• Number of planning consents for business premises in rural areas</li> </ul>	<p>Deliver space to provide 8,700 net additional jobs between 2006 &amp; 2026 as set out in the places below:</p> <p><b>Bath: 2006–2026</b> Office floorspace – net gain of 70,000 to 100,000m<sup>2</sup> Industrial floorspace – net loss of about 30,000m<sup>2</sup></p> <p><b>Keynsham: 2006–2026</b> Office floorspace – net gain of about 10,000m<sup>2</sup> Industrial floorspace – no net change</p> <p><b>Somer Valley: 2006–2026</b> Office floorspace – net gain of about 10,000m<sup>2</sup> Industrial floorspace – net loss of about 10,000m<sup>2</sup></p>
<p><b>4</b> Invest in our city, town and local centres</p>	<p><b>CP12</b> Centres and retailing</p>	<ul style="list-style-type: none"> <li>• Proportion of new retail floorspace provided within the centres listed in the hierarchy annually and in total since 2006</li> <li>• Retail floorspace 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)</li> </ul>	
<p><b>5</b> Meet housing needs</p>	<p><b>DW1</b> District-wide spatial strategy</p>	<ul style="list-style-type: none"> <li>• Net additional dwelling completions for B&amp;NES annually and total since 2006</li> <li>• Housing delivery trajectory (updated annually)</li> </ul>	<p><b>Deliver</b> 11,000 homes by 2026 Calculation of housing land supply (expressed in years)</p>

Strategic Objective	Policy	Indicator	Quantification of objective
<b>5</b> Meet housing needs <i>(continued)</i>	Place based spatial strategies  B1 KE1 SV1 RA1 & 2	<ul style="list-style-type: none"> <li>Annual residential dwelling completions by place (Bath, Keynsham, Somer Valley &amp; rural areas)</li> </ul>	<b>Bath</b> Deliver 6,000 homes between 2006 & 2026 <b>Keynsham</b> Deliver 1,500 homes between 2006 & 2026 <b>Somer Valley</b> Deliver 2,700 homes between 2006 & 2026 <b>Rural Areas</b> Deliver 800 homes between 2006 & 2026
		<ul style="list-style-type: none"> <li>Percentage of new homes provided on previously developed land annually and since 2006 in B&amp;NES</li> </ul>	National target of 60%
	<b>CP10</b> Housing mix	<ul style="list-style-type: none"> <li>Annual residential dwelling completions broken down by size of property (number of bedrooms) and tenure</li> </ul>	
	<b>CP9</b> Affordable Housing  <b>RA4</b> Rural exception sites	<ul style="list-style-type: none"> <li>Number of new affordable homes completed annually and since 2006</li> <li>Percentage of affordable homes completed on sites meeting the large site and small site thresholds</li> <li>Number of rural exceptions sites delivered</li> </ul>	Average of 35% of homes provided on large sites across the District
	<b>CP11</b> Gypsies, travellers & travelling showpeople	<ul style="list-style-type: none"> <li>Net additional gypsy &amp; traveller pitches provided annually and since 2006</li> </ul>	
<b>6</b> Plan for development that promotes health and well being	<b>CP13</b> Infrastructure Provision  Place based strategies (AQMA's) B1 KE1	Annual progress on the delivery of infrastructure will be reported via the Infrastructure Delivery Programme. Including: <ul style="list-style-type: none"> <li>Progress on scheme delivery and funding</li> <li>Status and risk of infrastructure schemes</li> <li>Update on infrastructure planned</li> <li>Annual Progress Report on Air Quality Management Areas as submitted to DEFRA (by Environmental Health)</li> </ul>	
<b>7</b> Deliver well connected places accessible by sustainable means of transport		<ul style="list-style-type: none"> <li>17 Transport related targets are monitored as part of JLTP3.</li> </ul> <a href="http://www.travelplus.org.uk/media/187017/12%20targets%20and%20monitoring.pdf">http://www.travelplus.org.uk/media/187017/12%20targets%20and%20monitoring.pdf</a> (page 2)	

# Appendices and Glossary

## Appendix 1: Replaced Local Plan Policies

The following policies from the Bath & North East Somerset Local Plan 2007 will be replaced by policies in the Core Strategy

Policy	Topic	Replaced by Policy
<b>ET.4</b>	Employment development at rural settlements	<b>RA1</b> Development in the Villages Meeting the Listed Criteria <b>RA2</b> Development in Villages Outside the Green Belt not Meeting Policy RA1 Criteria
<b>HG.4</b>	Residential development in Bath, Keynsham, Norton Radstock and R.1 and R.2 settlements	<b>B1</b> Bath Spatial Strategy <b>KE1</b> Keynsham Spatial Strategy <b>SV1</b> Somer Valley Spatial Strategy <b>RA1</b> Development in the Villages Meeting the Listed Criteria <b>RA2</b> Development in Villages Outside the Green Belt not Meeting Policy RA1 Criteria
<b>HG.8</b>	Affordable housing on allocated and large windfall sites	<b>CP9</b> Affordable Housing
<b>HG.9</b>	Affordable housing on rural exception sites	<b>RA4</b> Rural Exceptions Sites
<b>HG.16</b>	Gypsy and traveller sites	<b>CP11</b> Gypsies, Travellers & Travelling Showpeople
<b>HG.17</b>	Purpose built student accommodation	<b>B5</b> Strategic Policy for Bath's Universities
<b>GB.1</b>	Control of development in the Green Belt	<b>CP8</b> Green Belt
<b>BH.1</b>	Impact of development on World Heritage Site of Bath or its setting	<b>B4</b> The World Heritage Site and its Setting
<b>S.1</b>	Hierarchy of shopping centres	<b>CP12</b> Centres and Retailing
<b>S.2</b>	Retail development within shopping centres	<b>CP12</b> 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 until replaced through the Local Development Framework.

<b>IMP.1</b> Planning obligations	<b>CF.2</b> New / replacement community facilities	<b>SR.5</b> New sports & recreational facilities elsewhere	<b>S.7</b> Siting of tables & chairs outside A3 uses in Bath City centre	<b>ES.13</b> Safety hazards	<b>HG.15</b> Dwelling extensions in the Green Belt
<b>D.2</b> General design & public realm considerations	<b>CF.3</b> Contributions from new development to community facilities	<b>SR.7</b> Commercial leisure uses	<b>S.8</b> Retention of shops in district, local and village centres	<b>ES.14</b> Unstable land	<b>WM.1</b> Development of waste management facilities
<b>D.4</b> Townscape considerations	<b>CF.4</b> Allocation of land for new community uses	<b>SR.9</b> Protection of recreational routes	<b>S.9</b> Retention of local needs shops outside the identified centres & development of new small scale local shops	<b>ES.15</b> Contaminated land	<b>WM.3</b> Waste reduction and re-use in development proposals
<b>SC.1</b> Settlement classification	<b>CF.5</b> Allocation of land for primary schools	<b>SR.10</b> Recreational development within Waterside Recreational Activity Areas	<b>ES.1</b> Renewable energy proposals	<b>HG.1</b> Meeting the District housing requirement	<b>WM.4</b> Waste recovery and recycling in new development
<b>ET.1</b> Employment Land Overview	<b>CF.6</b> Residential and day care facilities	<b>SR.11</b> Recreational development outside Waterside Recreational Activity Areas	<b>ES.2</b> Energy conservation and protection of environmental resources	<b>HG.6</b> Residential development in R.3 settlements	<b>WM.5</b> Waste transfer stations and material recovery facilities
<b>ET.2</b> Bath City Centre Core Office Employment Area	<b>CF.7</b> Loss of public houses	<b>SR.12</b> Commercial riding establishments	<b>ES.3</b> Development involving gas and electricity services	<b>HG.7</b> Minimum residential density	<b>WM.6</b> Recovery of materials from wastes brought to landfill sites
<b>ET.3</b> Core Business Areas	<b>CF.8</b> Allotments	<b>S.3</b> Land allocated for retail development	<b>ES.4</b> Adequacy of water supply	<b>HG.10</b> Housing outside settlements (agricultural and other essential dwellings)	<b>WM.7</b> Household waste recycling centres
<b>ET.5</b> Employment development in the 'countryside'	<b>CF.9</b> Allocation of land for cemeteries	<b>S.4</b> Retail development proposals outside the identified shopping centres (sequential approach)	<b>ES.5</b> Foul and surface water drainage	<b>HG.11</b> Extending existing residential curtilages	<b>WM.8</b> Composting facilities
<b>ET.6</b> Agricultural development	<b>SR.1A</b> Protection of playing fields & recreational open space	<b>S.5</b> Primary shopping frontages for Bath, Keynsham and Midsomer Norton	<b>ES.7</b> Telecommunications development	<b>HG.12</b> Dwelling subdivision, conversion of non-residential buildings, re-use of buildings for multiple occupation & re-use of empty dwellings	<b>WM.9</b> Community composting facilities
<b>ET.7</b> Use of agricultural land	<b>SR.2</b> Allocation of land for recreational use	<b>S.6</b> A3 uses in Bath City centre	<b>ES.9</b> Pollution and nuisance	<b>HG.13</b> Retention of existing housing stock	<b>WM.10</b> Thermal treatment with energy recovery
<b>ET.8</b> Farm diversification	<b>SR.3</b> Provision of recreational facilities to meet the needs of new development		<b>ES.10</b> Air quality	<b>HG.14</b> Replacement dwellings	<b>WM.12</b> Landfill
<b>ET.9</b> Re-use of rural buildings	<b>SR.4</b> New sports & recreational facilities within or adjoining settlements		<b>ES.12</b> Noise and vibration	<b>HG.14A</b> Residential moorings	<b>WM.13</b> Landraising
<b>ET.13</b> Change of use of existing dwelling to hotel or guesthouse					
<b>CF.1</b> Protection of land and buildings used for community purposes					

**WM.14**

Agricultural land improvement schemes

**WM.15**

Time extensions for landfill, landraising or agricultural land improvement schemes

**GDS.1**

Site allocations and development requirements

**BATH****Site B1**

Bath Western Riverside

**Site B2**

MoD Foxhill

**Site B7**

89 to 123 Englishcombe Lane

**Site B11**

University of Bath

**Site B14**

St Mary's School

**Site B16**

The Podium/  
Cattlemarket

**Site B18**

Hayesfield School  
Playing Field, Odd Down

**KEYNSHAM****Site K1**

Somerdale

**Site K2**

South West Keynsham

**Site K3**

Broadmead Lane

**Site K4**

St Johns Court

**NORTON-RADSTOCK****Site NR2**

Radstock Railway Land

**Site NR3**

Former Sewage works

**Site NR12**

Midsomer Norton  
Enterprise Park

**Site NR13**

Coomb End, Radstock

**Site NR14**

Welton Bag Factory,  
Midsomer Norton

**Site NR15**

Land at Cautletts Close

**Villages**

Site V3Paulton Printing  
Factory

**Site V4**

Old Mills

**Site V8**

Former Radford Retail  
System's Site, Chew  
Stoke

**Site V10**

Land between Wellow  
Lane and the Bypass,  
Peasedown St John

**GB.2**

Visual Amenities of the  
Green Belt

**GB.3**

Major Existing  
Developed Sites

**GB.4**

Safeguarded land  
(Farmborough &  
Whitchurch)

**NE.3**

Important hillsides (Bath  
and Radstock)

**NE.4**

Trees & woodland  
conservation

**NE.5**

Forest of Avon

**NE.8**

Sites of Special Scientific  
Interest

**NE.9**

Locally important wildlife  
sites

**NE.10**

Nationally important  
species and habitats

**NE.11**

Locally important  
species & habitats

**NE.12**

Natural features:  
retention, new provision  
and management

**NE.13**

Water source protection  
areas

**NE.13A**

Bath Hot Springs

**NE.15**

Character, amenity and  
wildlife value of water  
courses

**BH.2**

Listed buildings and their  
settings

**BH.3**

Demolition of a listed  
building

**BH.4**

Change of use of a listed  
building

**BH.5**

Locally Important  
Buildings

**BH.6**

Development within/  
affecting Conservation  
Areas

**BH.7**

Demolition in  
Conservation Areas

**BH.8**

Improvement work in  
Conservation Areas

**BH.9**

Parks and Gardens of  
Special Historic Interest

**BH.11**

Scheduled Ancient  
Monuments & other sites  
of national importance

**BH.12**

Important archaeological  
remains

**BH.13**

Significant  
archaeological remains in  
Bath

**BH.14**

Historic battlefields

**BH.15**

Visually important open  
spaces

**BH.16**

Village buffers

**BH.17**

Advertisement consent

**BH.18**

Advertisement  
hoardings, panels and  
posters

**BH.19**

Shopfronts: new or  
replacement or  
alterations to existing

**BH.20**

Traditional shopfronts:  
alteration or replacement

**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

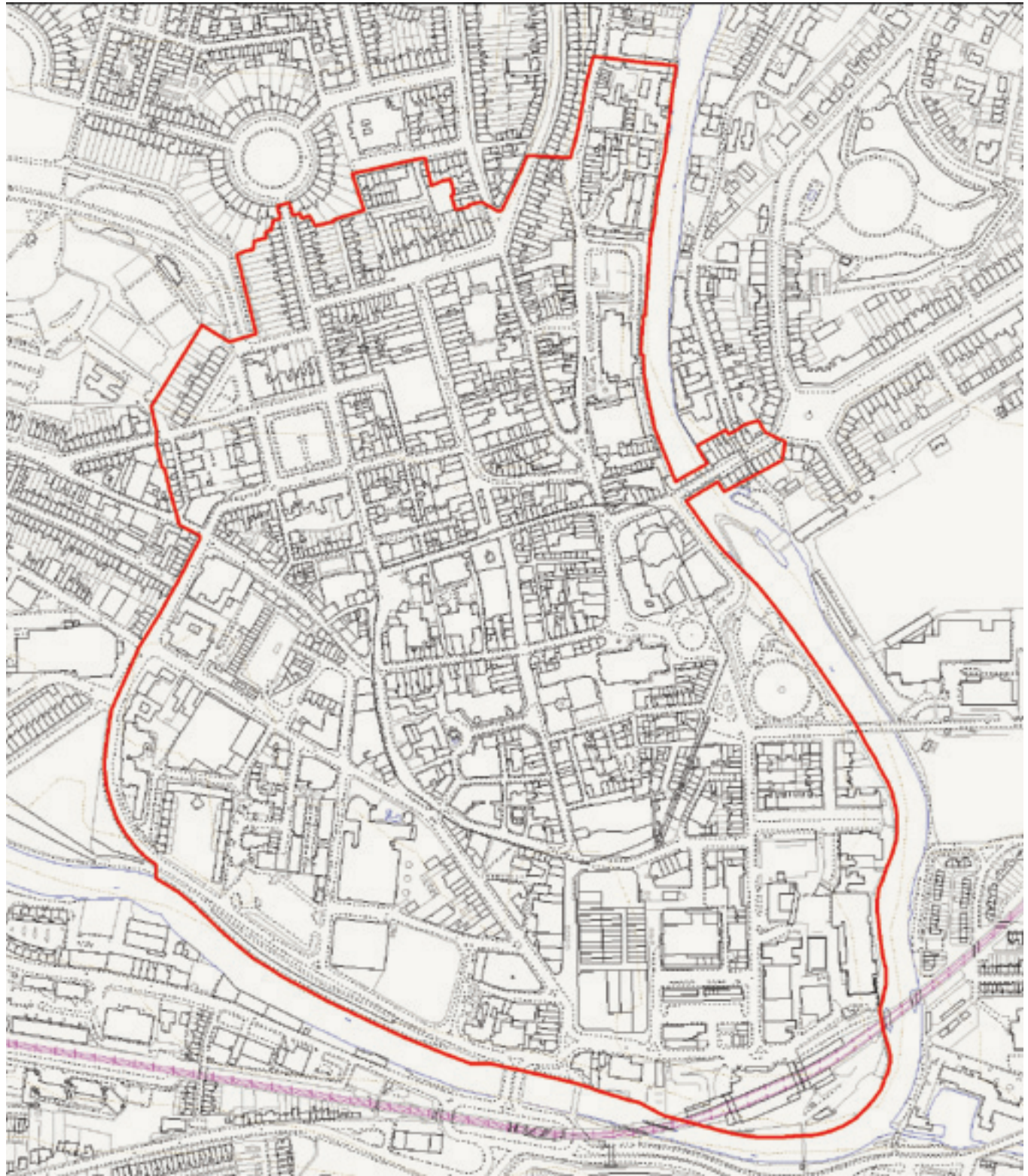


## Appendix 2: Saved Local Plan Policies

Continued

- |  |   |
|--|---|
| <p><b>T.10</b><br/>Railways: new station and retention of freight facilities</p> <p><b>T.11</b><br/>Rapid Transport System</p> <p><b>T.12</b><br/>Public transport interchange</p> <p><b>T.13</b><br/>Traffic management proposals for City and Town Centres</p> <p><b>T.14</b><br/>Introduction of traffic management schemes in residential areas</p> <p><b>T.15</b><br/>Introduction of traffic management schemes in Rural Areas</p> <p><b>T.16</b><br/>Development of transport infrastructure</p> <p><b>T.17</b><br/>Land safeguarded for major road improvement schemes</p> | <p><b>T.18</b><br/>Public off-street car parking in Bath City Centre</p> <p><b>T.19</b><br/>On-street parking in and close to central Bath</p> <p><b>T.20</b><br/>Loss and provision of off-street parking and servicing</p> <p><b>T.22</b><br/>Additional Park &amp; Ride facilities</p> <p><b>T.23</b><br/>Airport/Aerodrome Safeguarding Areas</p> <p><b>T.24</b><br/>General development control and access policy</p> <p><b>T.25</b><br/>Transport assessments and travel plans</p> <p><b>T.26</b><br/>On-site parking and servicing provision</p> |
|--|---|

## Appendix 3: Proposals Map Revision Bath City Centre Boundary



# 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 countryside and having 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.

## **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 (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously-developed land may occur in both built-up and rural settings. A precise definition is included in Planning Policy Guidance Note 3 'Housing'. 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, home 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 improvements etc. Often referred to as Planning Obligations or Section 106 Agreements.



## Glossary

Continued

### 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 Proposals 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.

### Green Infrastructure

The network of protected sites, nature reserves, greenspaces and greenway linkages. The linkages include river corridors 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.

### 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)..

**Planning Policy Guidance (PPG)**

Guidance documents which set out national planning policy. These are gradually being replaced by Planning Policy Statements.

**Planning Policy Statements (PPS)**

Documents which set out national planning policy. These are gradually replacing Planning Policy Guidance.

**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 Proposals Map.

**Primary shopping area**

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

**Proposals Map**

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.

**Regional Spatial Strategy (RSS)**

Sets out the region's policies in relation to the development and use of land and forms part of the development plan for local planning authorities. The government has announced its intention to abolish RSS through the Localism Bill.

**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.

**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 (PPS25 'Development and Flood Risk')**

PPS25 'Development and Flood Risk' 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 (Table D.1 of PPS25).

**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.

**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.

## Glossary

Continued

### Strategic Flood Risk Assessment (SFRA)

The SFRA is a high-level assessment of the flood risk and provides essential information for the allocation of land for development and the control of development in order to limit flood risk to people and property where possible and manage it elsewhere. It provides the information needed to apply the sequential risk-based approach required in Planning Policy Statement 25 'Development and Flood Risk'.

### Strategic Housing Land Availability Assessment (SHLAA)

A study intended to assess overall potential for housing development in an area, including the identification of specific housing sites with development potential over a 15 year time span.

### Strategic Housing Market Assessment (SHMA)

A study intended to review the existing housing market in an area, consider the nature of future need for market and affordable housing and to inform policy development.

### 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 as 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 CO<sub>2</sub> 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.

### 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.