



Bath Heritage Watchdog

www.bathheritagewatchdog.org
contact@bathheritagewatchdog.org

Committee Member:

J F Warren



Reference: **090118/Issues & Options**

9 January 2018

Planning Policy
B&NES

Consultation Response to Issues and Options

Introduction

Bath Heritage Watchdog is only concerned with future policy affecting locations within the World Heritage Site boundary. Consequently no responses are offered on the North Keynsham and Whitchurch sections of the document. This should not be interpreted as agreement to everything in those sections.

My role is external communications, and I deal with the council, the media and other external bodies that have an impact on Bath's heritage. What follows is an organisational view, not a personal one.

Spatial Priorities

There is considerable conflict between the objectives, and very little information provided on how they are to be resolved. Reducing the need to travel is a laudable objective, but the tacit acceptance that student accommodation is permissible in the city when both universities are on the outskirts automatically has two knock-on effects. The first is that whether by bus, car or cycle, somewhere in the region of 15,000 to 20,000 students are commuting to their university on a daily basis. The second is that with the current population of HMOs and Purpose Built Student Accommodation taking up most of the land and housing suitable for working families, those who would wish to take advantage of the employment opportunities in the city are forced to live elsewhere and commute to work. Even those who do reside as families in Bath find that the majority of the available family housing is now north of the river whilst the majority of the school places are south of the river. We conclude that it is now too late for this objective to be deliverable.

There is a conflict between the objective of promoting sustainable and energy efficient design and maintaining strong visitor economy. One of the key attractions of Bath is the World Heritage Site character of homogeneous appearance, and yet the council has never put the effort into creating design codes that retain that homogeneous character. The most sustainable building are old ones reused, yet there is no council emphasis on retaining and converting existing structures rather than demolishing them. Most modern developments in Bath are utilitarian "occurring everywhere" designs, and despite the use of Bath stone, they remain tasteless buildings¹. There is a rapidly approaching break-point where there will be so few unspoilt views of the old Bath that it won't be worth the fare and accommodation costs for tourists to visit and Google Earth views will suffice. This will have a serious effect on the hotel, restaurant and café trade.

1 There are exceptions. The prefabricated PBSA in Green Park shows that modern construction methods and functionality within a traditional external appearance is possible. However not all developers are as prepared to seek the advice of Bath Heritage Watchdog on how their initial outline design could be improved.

Planning the delivery of sufficient new homes for forecast demographic changes fails to explore why the demographic changes have arisen. Mostly the forecast dip from 30 to 50 years old is a consequence of doing too little too late to stop perfectly good family homes being converted into student housing. There is a lot of profit in allowing what started as an ordinary 3-bedroom house being converted into 6, 7 or 8 bedrooms for students, so buy-to-let landlords will always outbid families, and this has the knock-on consequence that there are now far fewer school aged children than there used to be. When they inherit their parent's house, these are the lost residents of the future, who will not be living in Bath and who will be faced with their children being commuted to school because the local facilities are at capacity. Rather than planning to retain the status quo, the policy ought to be to make Bath once again family friendly, and this requires a deliberate policy of building houses rather than flats in Bath, and ensuring that they are owner occupied rather than let out. However, housing targets are currently aimed at “housing units”, and this makes the house and garden model look uneconomic.

Meanwhile, those who already own a house are likely to stay in them as long as they can because very few such residents would consider moving from a house into a flat. They would rather move downstairs entirely and remain in the house they own, wasting the rooms above. They might be persuaded to move from an over-sized house into a bungalow, freeing up their old house for a family, but most developers consider bungalows to be a waste of land because they don't look at the bigger picture. It should be the council's role to pursue the bigger picture, and part of that bigger picture should be ensuring that any such freed house is never converted into an HMO. Despite the Article 4 Direction requiring new HMOs to have planning permission, there is no evidence that the planners or the DMC have been instructed to refuse all such applications. Nor has the mooted 10% limit been formally introduced.

Ensuring access to sufficient health facilities is another undeliverable aim. Much of the St Martin's Hospital site has ceased to be a hospital, and the Mineral Water Hospital is closing. Neither of these reductions in health facilities is compatible with minimising transport journeys or supporting a population growth from an already overstretched Royal United Hospital. The Government haven't helped by changing the costing model, which appears to have had the knock-on effect of a reduced number of GPs now struggling to service greater numbers of patients. Whilst it is accepted that local authorities have little influence over Government policy, it is pointless to have a forward plan that pretends that such constraints don't exist.

The conclusion is that “putting residents first in everything we do” is not obvious from the outcomes seen so far nor the drafted Local Plan. Our straw poll suggests that permanent residents feel a long way down the priorities with Universities and Visitors strongly favoured.

Spatial Strategy Options

There is a recently stated Government policy that Green Belt land should not be used to meet the targets for housing, so the Options section should not be worded to suggest that if necessary exceptional circumstances could be identified. It should also be borne in mind that the World Heritage Site has a mostly green boundary view and a skyline walk, and the World Heritage Site Management Plan expects these to be preserved. Loss of World Heritage would be catastrophic in visitor numbers (and the money they spend), so this is an important consideration which makes the Focussed Approach look risky.

The Dispersed Approach would be attractive if places of employment were created alongside the housing, but this would be a radical change from the current expectation that new employment opportunities should be adjacent to public transport infrastructure. It is worth a short study to establish whether businesses would be interested in rural locations which allow much more local parking and probably lower business rates. At present there is insufficient information to judge how viable such an approach would be.

This leaves the Hierarchical Approach as the only known option. However, the recent policy of allowing almost every development site in Bath that became available to be used for PBSAs has decimated the amount of land now available for non-student housing. The only hope of meeting the housing targets now being examined is to inform the universities that no new off-campus student accommodation will be permitted until there is certainty that the housing targets which form the council's priority can be achieved. It also needs to be made clear that on-campus provision has to accommodate the student for the entire duration of the course, not just cover the first year as it does at present.

Universities' growth

The assumption in the consultation that the universities plan will inform the Local Plan Preferred Options is the wrong way round. The Local Plan should control the aspirations of the universities. As stated above, the universities have had their accommodation aims given priority over the housing targets in Bath for too long, and now it is doubtful whether the housing targets can be met even if no additional student bedroom is permitted from now on. Mid-term, the student population is approximately a quarter of the population of Bath and this is already excessive for a small city. But hidden in these numbers is the impact of growth on the bedspace requirements. In any given year the number of students leaving and releasing a bedspace will be those who started their course three years earlier. With a 3.5% per annum forecast increase, this means that 11.5% more beds are required each year rather than the 3.5% predicted. Such levels of growth are not sustainable.

The other institution not mentioned is the City Of Bath College. Although not a university, it does have students who are not normally resident in Bath, and they also need student rooms. Some of the existing student accommodation is going to be occupied by City Of Bath College students. This isn't likely to be a large number but the Local Plan ought to acknowledge that they exist.

As far as the future provision of student accommodation is concerned, the Oxford approach looks mandatory if there is to be any hope of meeting housing targets. Student accommodation doesn't require virgin (or Green Belt) land. There are a number of car parks on campus and rather than being open to the sky, they could have student accommodation built above them. There is a capability of providing sufficient accommodation on campus, and the only way to ensure that the opportunity is taken up is to stop approving PBSA developments within the city. Option 3 and Option 5 are the only viable future for Bath.

This would have the additional benefit that the permanent residents would finally have an indication that they are being put first (or at least a bit higher up the pecking order). One of the complaints is that the council looks at the number of HMO as an indication of the penetration of university students in an area, when the residents of those areas feel the impact of the total numbers of local students, not just the buildings in which they live. There are financial considerations too².

2 The Government's "Formula Grant" calculation provided compensation to Local Authorities for the loss of Council Tax income because Council Tax is not collected from properties housing students. The formula originated at the time when councils had a full Government Grant to bridge the gap between financial needs and local income, mainly the income from Council tax. At that time, the compensation for student housing provided from the Government covered the entire loss of Council Tax because of student occupation. In recent years the Local Authorities were allowed to retain Business Rates which had previously been collected by central government, and as a result the much lower Revenue Support Grant is being gradually phased out. However, Business Rates are not collected on student-occupied properties which are also exempt from Council Tax, and this means that eventually no compensation or income will be collected from student accommodation, a substantial loss of council spending power which will get more and more significant the more student accommodation B&NES allows.

The total number of students has a significant impact on the retail environment and the after dark character of an area. Somebody woken every weekend by taxi doors being slammed in the early hours of the morning don't care whether the students getting out of the taxis are heading for a house or a PBSA!

Likewise, the loss of 25% of the population at the end of each academic year leaves retailers in areas with high student numbers struggling financially and useful shops like butchers and bakeries get replaced by businesses with higher profit margins such as fast food outlets that can survive the lean times, and the permanent residents feel overlooked and either have to travel further for their convenience foods or accept a less personal service from supermarkets.

Yours sincerely

A solid black rectangular box used to redact the signature of the sender.

Mr Simon de Beer
Policy & Environment Manager
Planning Services
P.O. Box 5006
Bath BA1 1JG



Date: 28.11.17

Dear Mr de Beer,

Ref . Land at Saltford

I need to discuss with you, or someone, any options that might be created to include my land situated on the boundary at Saltford. See attached details. I would rather work with the council than any developer at this stage.

As for myself I have owned this land for some 35 years, I am nearing 80 years old, and living at Lansdown Bath.

I also own 'Keymac Packing Systems Ltd' situated at Burnett , designing and manufacturing packaging machinery with offices at Keynsham and Charlotte, North Carolina U.S.A.

As an employer we are struggling to get engineers we are currently taking on staff living in Wells, Southmead and surrounding areas but would very much like to employ locally. With this mind I would like to suggest an option that could benefit everyone in the surrounding area with the exception of course the local councillors living next to the land.

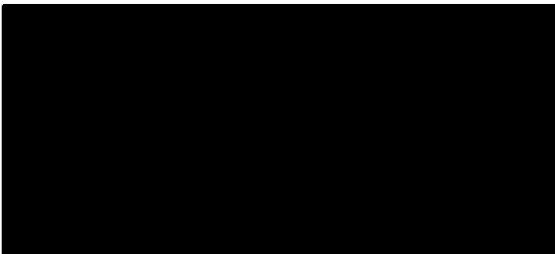
My suggestion is as follows:

1.Create a 'private' community of dwellings for older people, retired if you like, with a small park and facilities. I say again 'private' as against council owned, but each dwelling privately owned.

2.The intention would be to get older couples, widows and widowers to downgrade or sell their larger houses in the surrounding areas and purchase a new property within the community.

3.The advantage of this is that it would limit the number of cars accessing the A4 which I know is a concern for any development.

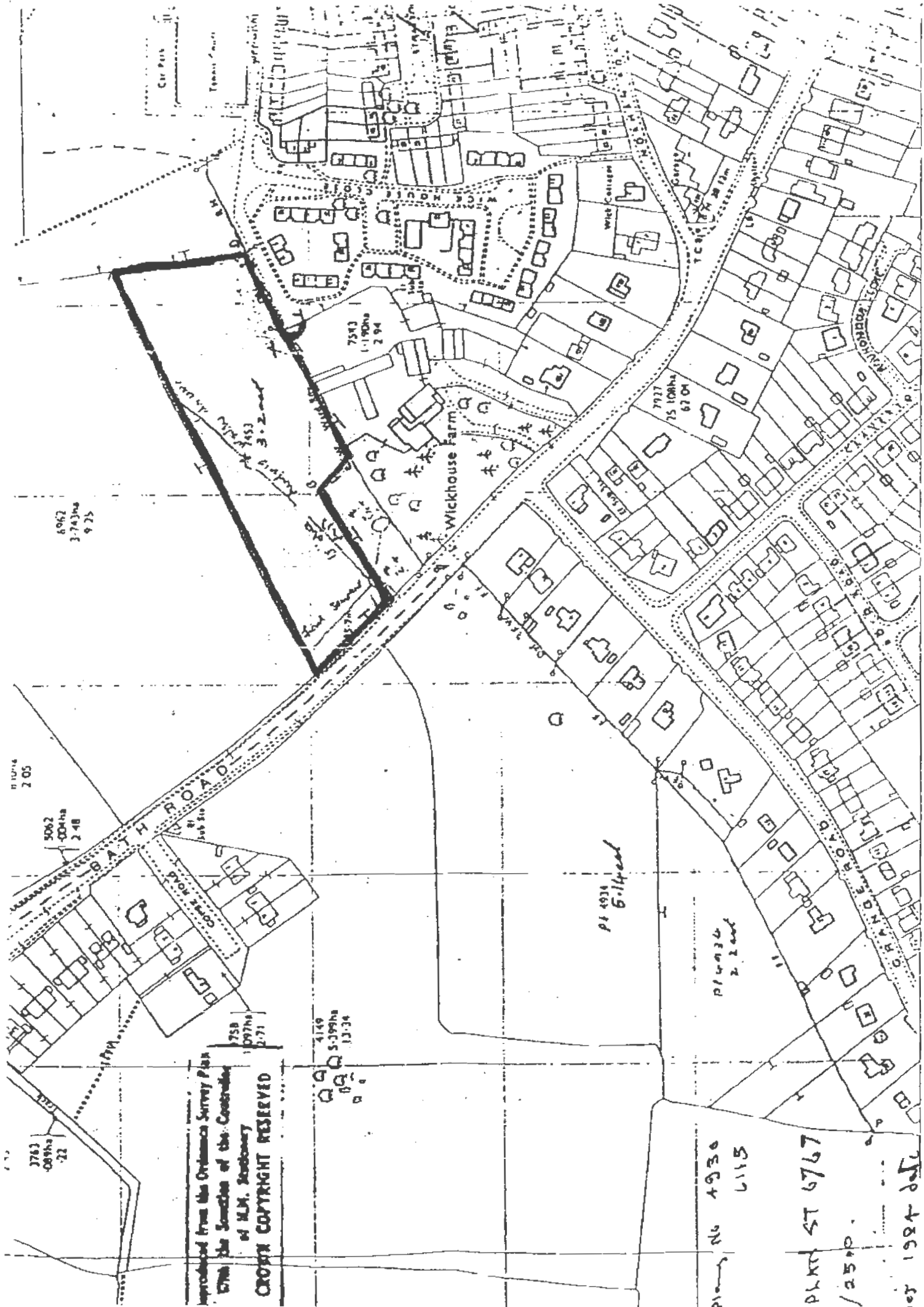
4.It would also make available existing properties in the area for younger professional people and families. I would very much like to sit around the table, my office or yours. To discuss further should you wish it.



Albert Bradley

PHOTO TAKEN BY A.J. BRADLEY
@ 1500 FT IN 1983





8962
3-743ha
9.25

11 107/4
2.05

5062
100ha
2.48

BATH ROAD
100m
100m
100m

758
197ha
2.71

4149
5.39ha
13.34

P1 4934
5.14ha

P1 4936
2.2ha

Reproduced from the Ordnance Survey Plan
1974 for the location of the Construction
of M.M. Railway
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Plan No 4930
6115

PLAN ST 6767

1/2500

July 1984 dsk

BATH AND NORTH EAST SOMERSET SHLAA
KEYNSHAM OVERVIEW



Bath 2 - local Plan 2016 - 2036 A.D.
From Peter T. Collingridge M.A.

10/2018 A.D.

RECEIVED

16 JAN 2013

LEWIS HOUSE 2013

Dear Planners, advanced decision makers

So belatedly here is my necessarily
limited response, mainly concerned with
Bath and its immediate environment.

It is quite clear from the
complicated documents and maps
that Bath is surrounded by countryside
of outstanding natural beauty - both to
the north, east and south.

However for some unforeseeable
reason not to the west of Bath.

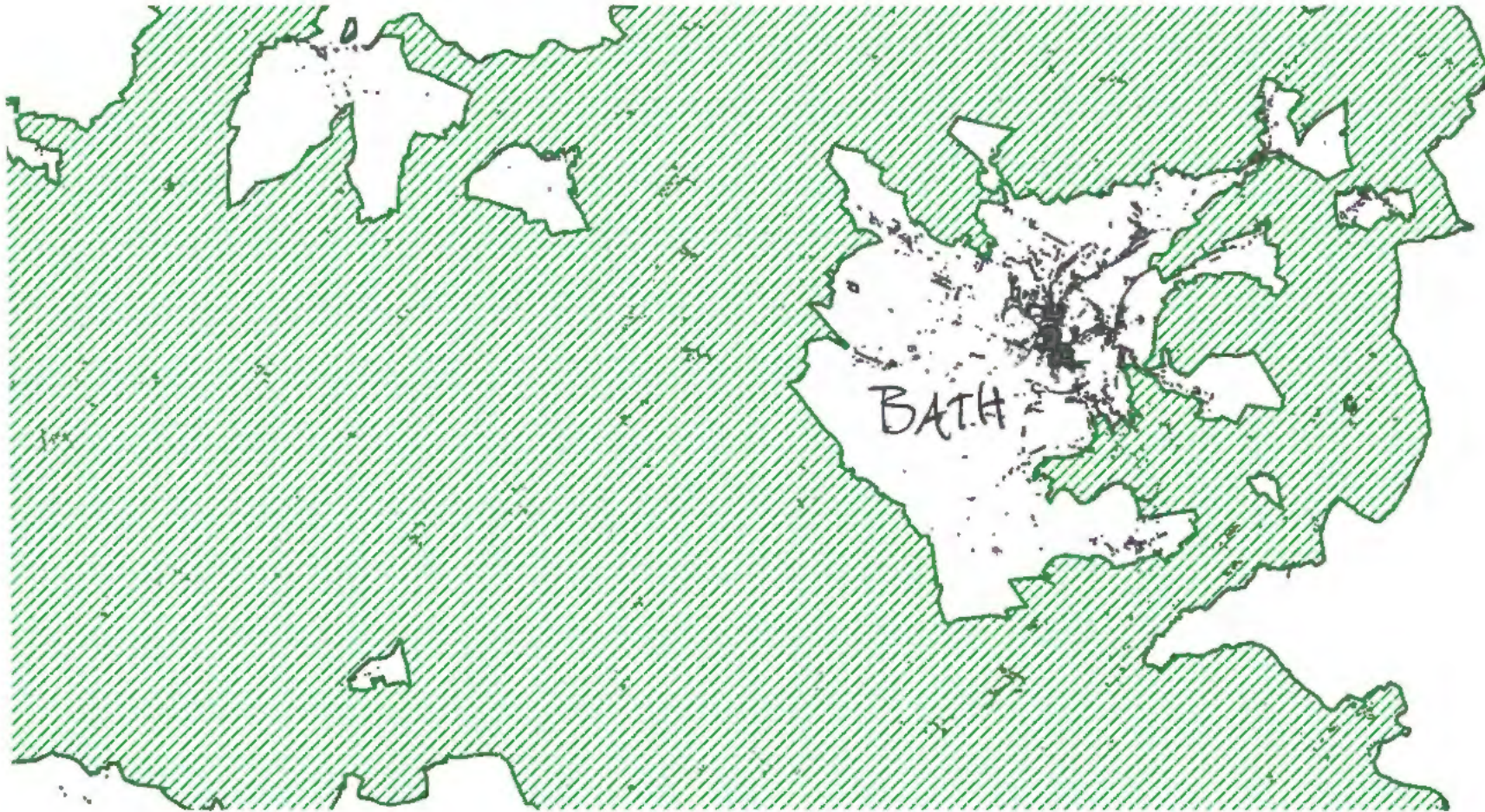
The present 'green belt' surrounding
Bath to the West encompasses Odd down

which I've photocopied from your documents. (Bath for example, is represented by a circle, the circumference of which is actually made to touch upon the village of Snythcombe. Between Twerton Road hill ^{which} represent the western edge of Bath's green belt there exists woods, fieldy ploughed farmland - still totally unspoilt.

Nowhere does diagrams 7 and 4 show the true nature of Bath's green belt - even to the outward boundaries of Bristol Diagram 5. largely to do with dwelling housing and numbers of same.

Nowhere could I ^{find} what exact unit of consideration was being used to describe a city-village, which overall seems to have relegated ^{like} the precise 'green belt definition' to oblivion - - - - -

Diagram 1

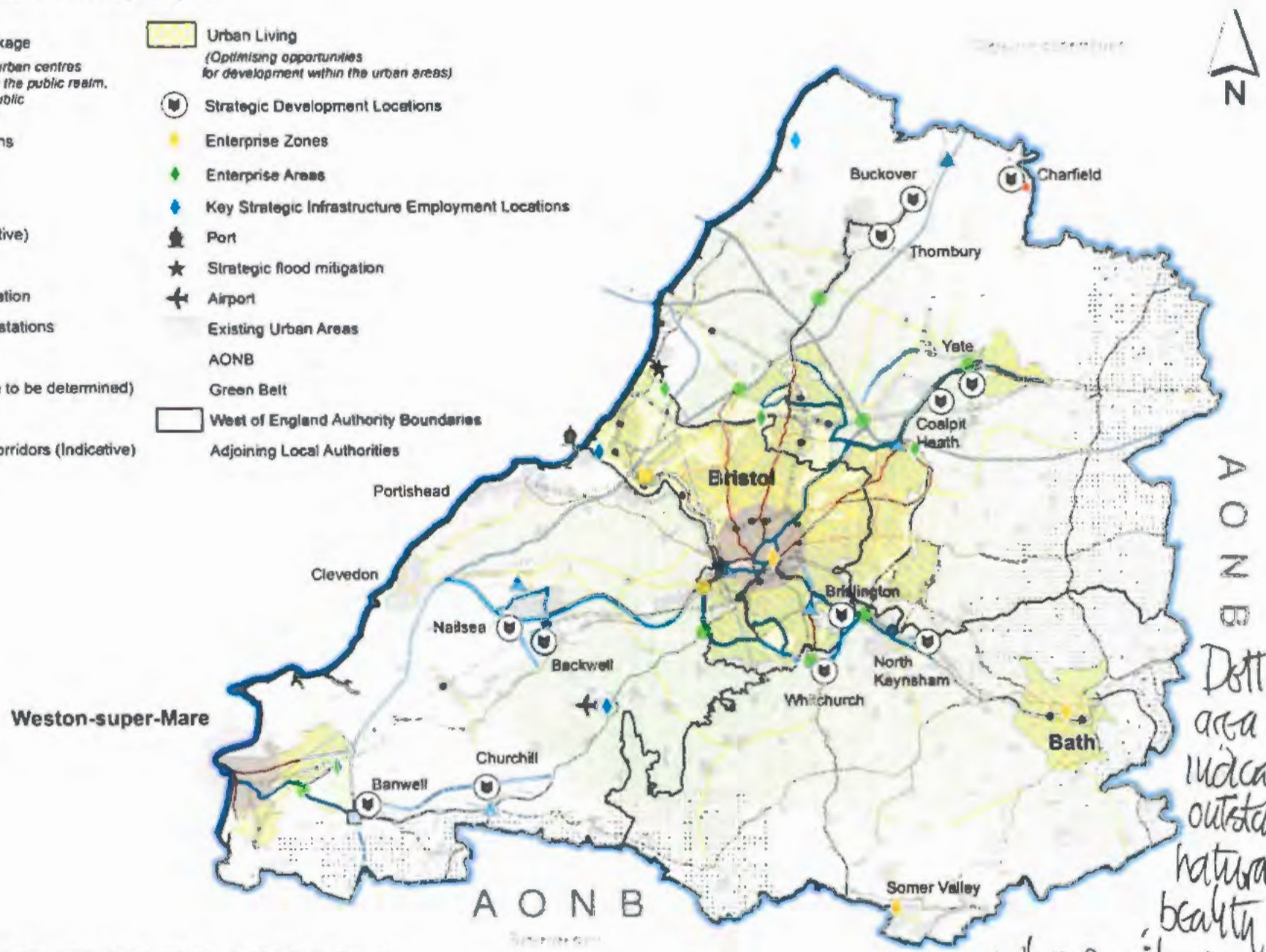


BATH SHOWING THE GREEN BELT
BOUNDARIES AND HOW REMOVED THEY
ARE FROM PRESENTED BLAND
CIRCLE FOR SAY THE CITY BATH

Diagram 4: Joint Spatial Plan Key Diagram

- Transport Area Package
(improvements within urban centres focused on enhancing the public realm, walking, cycling and public transport connections)
- ▲ Improved Junctions
- New junction
- Expanded P&R
- New P&R (Indicative)
- New Rail Station
- Improved Rail Station
- Existing Railway stations
- Improved roads
- New roads (route to be determined)
- MetroBus
- Strategic cycle corridors (Indicative)
- Railways
- Motorway
- Primary road
- A Road
- B Road

- Urban Living
(Optimising opportunities for development within the urban areas)
- Strategic Development Locations
- Enterprise Zones
- ◆ Enterprise Areas
- ◆ Key Strategic Infrastructure Employment Locations
- ⚓ Port
- ★ Strategic flood mitigation
- ✈ Airport
- Existing Urban Areas
- AONB
- Green Belt
- West of England Authority Boundaries
- Adjoining Local Authorities

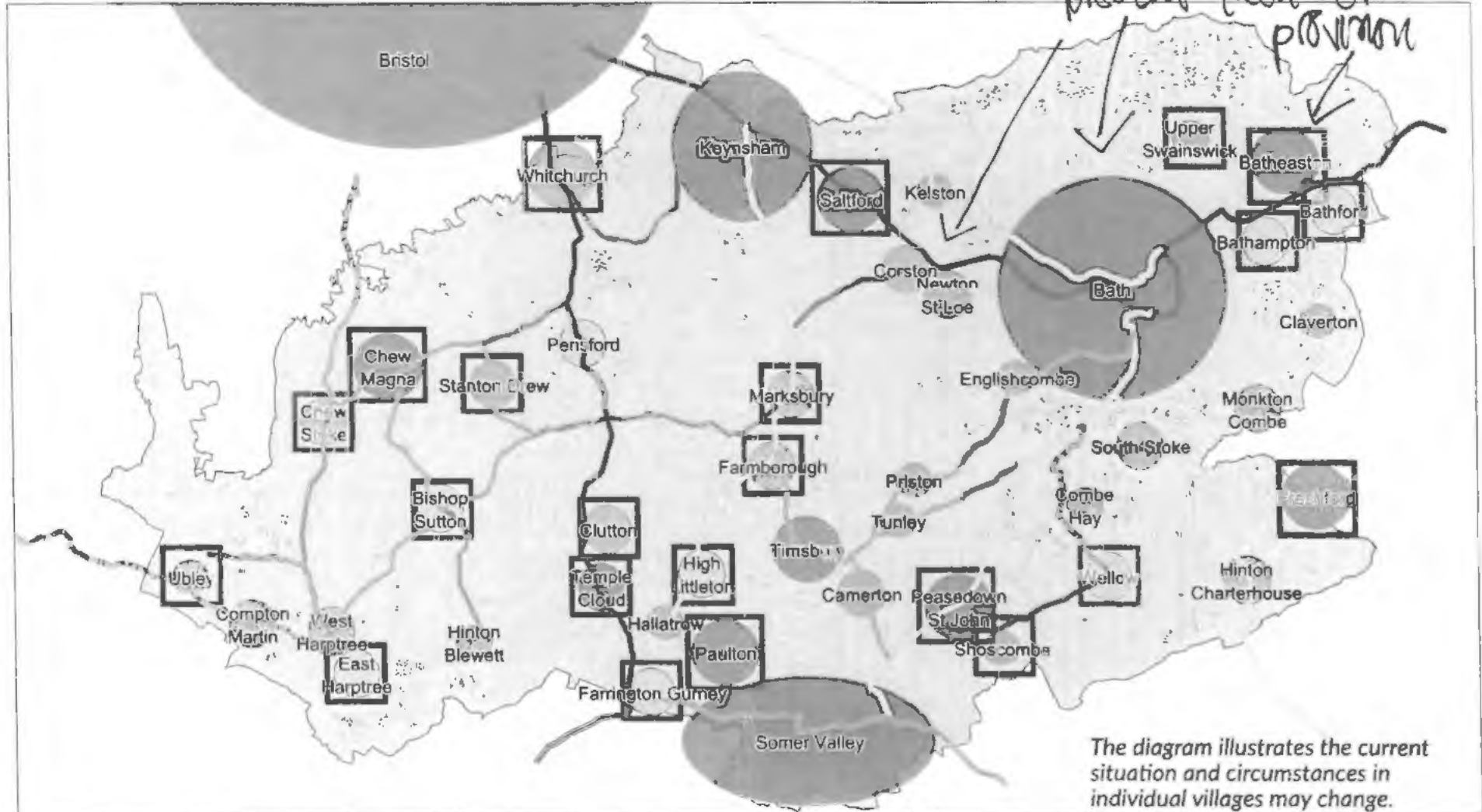


Dotted area indicates outstanding natural beauty.
Why doesn't it stop at the western side of Bath?

(* The main cities and towns will continue to be supported as key locations for employment.)
(* Transport alignments in this plan are shown for illustrative purposes and are indicative only. Diagram excludes local bus service improvements.)

Diagram 6: Services and Facilities in Rural Settlements and Public Transport Provision

② completely ignores
broader green belt
provision



Legend

□ Bath & North East Somerset boundary

Primary Schools:

□ Soon predicted to be at capacity and no scope to extend

Access to key services and facilities:

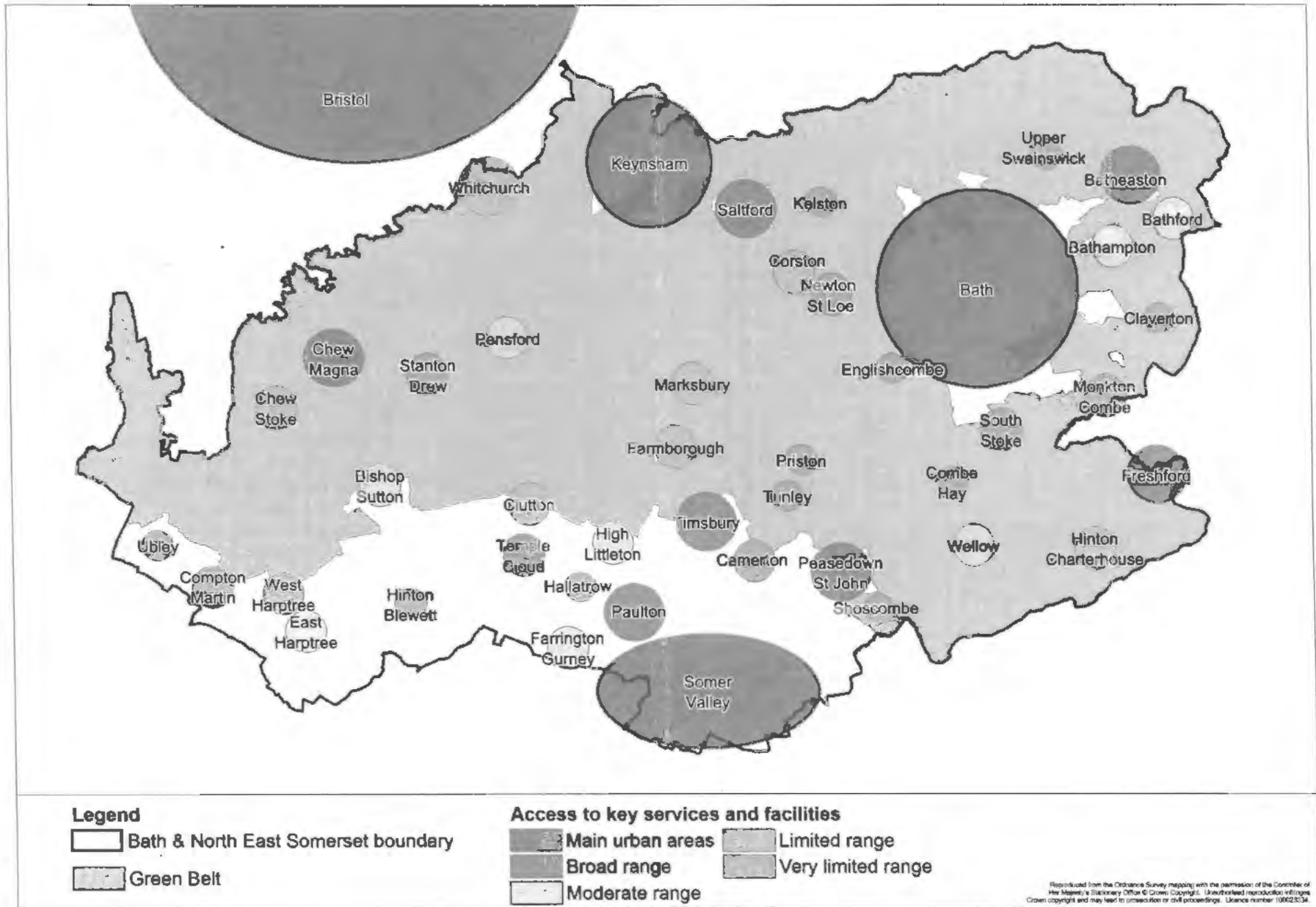
- Main urban areas
- Broad range
- Moderate range
- Limited range
- Very limited range

Public transport provision:

- Very frequent
- Frequent
- Moderate
- Limited
- Very limited

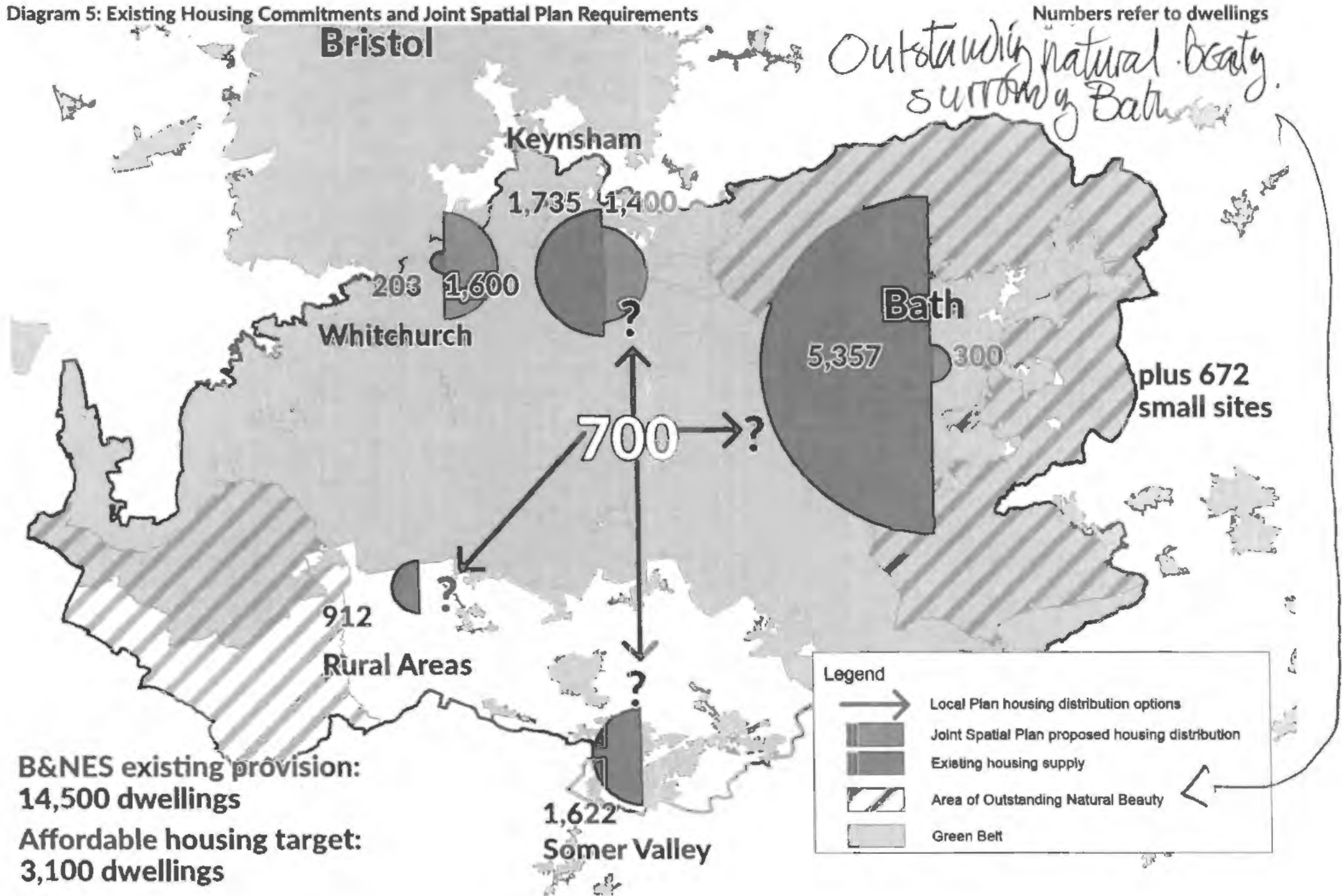
Reproduced from the Ordnance Survey mapping with the permission of the Controller of the Queen's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution of civil proceedings. Licence number 10002304.

Diagram 7: Green Belt Villages



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Diagram 5: Existing Housing Commitments and Joint Spatial Plan Requirements



**Consultation on the B&NES Local Plan
Issues & Options Document (Phase 1a)
22 November 2017 - 10 January 2018**

**COMMENTS
FORM**

You are invited to comment on the Issues & Options document.

You are strongly encouraged to make your comments on-line via the Local Plan consultation portal www.bathnes.gov.uk/localplan

However, if you are using this form, please complete the form by filling in Part 1 with your contact details and use Part 2 for your response to the questions in the Issues & Options document. It would be helpful if you could complete a separate form for each question in the document you are responding to.

Please send your completed form(s) using email to local_plan2@bathnes.gov.uk. Alternatively you can post the form to Planning Policy, Bath & North East Somerset Council, PO Box 5006, Bath BA1 1JG.

Your comments will be used to inform the next stage of the Local Plan preparation.

Part 1: Contact details			
Email is the Council's preferred method of communication and enables us to contact you quickly and efficiently. Please also provide a postcode with details of your address.			
Personal Details		Agent Details (if applicable)	
Title	MR	Title	
First Name	John Twist	First Name	
Surname		Surname	
Job Title <i>(only if applicable)</i>	Parish Council	Job Title	
Organisation <i>(only if applicable)</i>	Corston Parish Council	Organisation	
Email	Corston PC at Gmail	Email	
Address		Address	
Postcode		Postcode	
Date	4 Dec 17.	Date	

Part 2:

Which question in the Issues & Options document are you commenting on? 5A.

Questions relating to the options and paragraphs have been numbered in the document for you to refer to in your response.

2.2 Please make your comments as succinct as possible.

- North Keynesham is considered viable but is still in development along the Bristol - Bath corridor
- It will increase traffic on the A4 and nothing is in the proposal to deal with congestion in Saltford. The A4 is already at capacity as ever in peak times
- What is proposed to avoid gridlock on the A4 approaches to Keynesham. A bypass is essential.

Please expand this box or attach a separate sheet if you require more space.

2.3 Are there any other comments you wish to make on the issues and options?

Please expand this box or attach a separate sheet if you require more space.

See our website for more information and to make your comments on-line:

www.bathnes.gov.uk/localplan

Please note that names and comments will be published

**Consultation on the B&NES Local Plan
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22 November 2017 - 10 January 2018**

**COMMENTS
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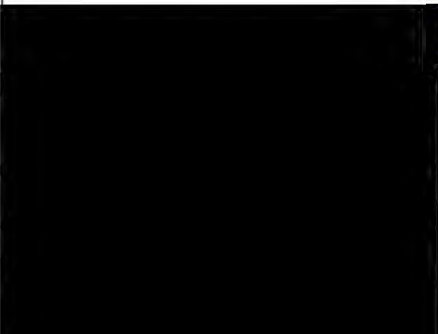
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Personal Details		Agent Details (if applicable)	
Title	MR	Title	
First Name	LAURENCE	First Name	
Surname	FALLON	Surname	
Job Title <i>(only if applicable)</i>		Job Title	
Organisation <i>(only if applicable)</i>		Organisation	
Email		Email	
Address		Address	
Postcode		Postcode	
Date		Date	

Part 2:

Which question in the Issues & Options document are you commenting on?

land north
of A41 Keynsham

Questions relating to the options and paragraphs have been numbered in the document for you to refer to in your response.

2.2 Please make your comments as succinct as possible.

★ A4 between Pixash & Broadmead junctions will require Bus Priority if public transport routes X39, 19A and A4 are to be protected.

★ Cycle facilities in Keynsham are non-existent - to avoid this being another car-dominated dormitory settlement, please provide safe, segregated routes for cyclists to station + town centre

★ Broadmead roundabout requires upgrading to benefit public transport → signals are needed here, for safety also.

Please expand this box or attach a separate sheet if you require more space.

2.3 Are there any other comments you wish to make on the issues and options?

Please expand this box or attach a separate sheet if you require more space.

See our website for more information and to make your comments on-line:
www.bathnes.gov.uk/localplan

Please note that names and comments will be published

Housing Needs in House Search for William Gaskell with Asperger's Diagnosis

Essential requirements:

- Quiet away from traffic and flight path
- South facing windows for sunshine in the morning
- Triple glazing and proper A rated insulation
- Hedge and fence around property to block pollution

I want a detached 2-bedroom property, 2 bathroom, 2 storey with attic and basement, study, dining room, living room and kitchen with utility room, garage and small lawn all around property. Looking for something on a 10x10m plot with house on 8x8 m plan.

Things I need:

- Shower and a bath
- Air conditioning system with air filtration
- Tennis or squash court
- Swimming pool
- Vegetable garden
- Conservatory
- Solar panels
- UPS (uninterrupted power supply) device and battery backup
- 22 foot high ceilings
- Detailed plastered finish ceiling
- Fireplace
- Security/blackout shutters
- Roof balcony
- Wood panelling and finished interior walls
- Sky light
- 1 gbps internet connection
- Patio
- Kitchen and bathroom extractor fan
- Walk-in wardrobe
- Boot room/drying room
- Good mobile phone network reception
- Bike shed
- Pleasant view
- Sound proofing
- Tiled floor and new carpet in bedrooms
- Good lighting
- Copper pipes plumbing with water storage tank and water filter and purifier
- Sliding doors downstairs (no slamming)
- Extra-wide staircase



Saltford Parish Council response to B&NES Local Plan Issues & Options Consultation - January 2018

Green Belt Protection

01 The importance of Green Belt Land from planning (central Government & B&NES policy) and local sustainability perspectives means no Green Belt land should be lost apart from in very exceptional circumstances. It is essential that within the plan are clear policies and actions that BaNES will take to actively defend Green Belt land for current and future generations.

Transport and Housing

02 Road traffic capacity on the A4 through Saltford is exceeded at peak times during the day and in addition to the negative economic and social impacts the resulting air pollution in parts of Saltford has led to the necessity for Saltford to have an Air Quality Management Area.

03 It is therefore essential that appropriate and necessary transport infrastructure changes are made to reduce vehicles use on the A4 **before** any additional housing is planned for the area that would in effect place more vehicles on the A4 through Saltford or on other pinch points on the A4 route between Bristol and Bath.

04 A clear phased programme for traffic management must be shown in the plan.

Impact on Traffic numbers on A4 due to proposed new M4 Junction and A36/A46 link road

05 The proposed new M4 junction would be between the M4/M32 junction and the M4/A46 Bath/Stroud junction (J18) would attract more traffic and would make it a very accessible route for joining and leaving the motorway network for people travelling from the west of Bath as it would cut out the need to travel through Bath. It follows therefore that a new junction would almost certainly raise existing traffic flows through Saltford and Keynsham for which we have serious concerns.

06 If plans for an A36/A46 link road were to go ahead that should divert heavy traffic directly to the motorway rather than through Bath and Saltford. We therefore support proposals for such a link road. It is essential therefore to show clear in the local plan that the impact of this proposed new junction has been fully considered and accounted for in respect of its impact on the A4.

Alternative transport options

07 The plan relies too heavily on road infrastructure for solutions. It does not take fully into account the existing transport assets throughout the region of disused rail corridors. Those corridors could be utilised for the shared and beneficial use of the

whole of the Community, i.e. combining cycle/walking routes with LRT and thereby service and benefit more of the wider community.

08 In particular it does not appear to have assessed fully the potential benefits for re-opening of the GWR station existing at Saltford or placing a LRT system on the (former LMS) Bath - Bristol Sustrans cycle route.

09 We are seriously concerned that growth in vehicles associated with the additional housing proposed for the North of Keynsham will worsen the road noise and air pollution on the A4 through Saltford and Keynsham, particularly for example, the existing Air Quality Management Areas in Saltford and Keynsham.

Does not make provision of specific new sites for education, in particular secondary schools

10 Because of the importance that schools play in the choices that people make in where they want to live it is essential that as part of the Local Plan locations are shown where new school will be sited. It is important that these schools are placed close to population growth areas to limit the travel distances between homes and schools. Furthermore the siting of any new Secondary School (including Sixth Form) is an important factor as the large land footprint of the school and its facilities means that specific planning needs to ensure that sufficient land is earmarked for that purpose within any new housing development plans.

The Plan must make provision for local affordable housing across the County particularly in the Somer Valley

11 The Strategic Housing sites proposed in the West of England Joint Spatial Plan and its connection to B&NES Local Plan proposes no new larger scale housing developments for other parts of B&NES apart from that on the West side of B&NES. This rationale needs to be fully justified in respect of meeting the needs for additional affordable and social housing reasonably close to residents living in other parts of B&NES; of particular concern is the Somer Valley.

12 The Plans requiring people to move to the West of the Council where affordable housing will be built as part of the plan will force those needing affordable Housing away from the supportive structure of their family and relatives. No account in housing estimates appears to have been taken of the UK's decision to leave the European Union (BREXIT) and its effect on housing demand from reduced inward migration.

13 Over reliance on a 'predict and provide' approach when no measures are proposed to affect predictions is a cause for concern.

Does not account for the preservation of the loss to housing of valuable agricultural land and natural habitat (that supports agricultural land) in rural areas

14 Loss of agricultural land, and equally importantly the surrounding undeveloped land that provides the supporting eco system (biodiversity) to enable arable farming

to succeed, should not be lost to housing development against a background of climate change and unsustainable and unmanaged population growth (at a national and international level). Due to increasing concerns for the nation's food security, any new development should have compensatory habitat but no such areas have been identified.

The Local Plan must show the importance of the protection of the surrounding Green Belt Land and environment location for the importance of recreational leisure and sports assets, particularly in respect of public health.

15 Saltford is important both in B&NES and regionally for its leisure, recreational and sports facilities. The siting of these facilities in Saltford is due to a major part because Saltford is surrounded by the Green Belt Land providing its setting and environment. This has proved important for their success and the benefits that these amenities and healthy life opportunities they bring to the population of B&NES.

16 These facilities include: Saltford Golf Club; Horse stabling and riding; National cycle routes; Bath to Bristol cycle path (also used by pedestrians); Saltford Lawn Tennis Club; Saltford Hall; Saltford Sports Club; Bristol Avon Sailing Club; Avon County Rowing Clubs; North Avon Canoe Club; Avon river leisure boating; Bristol Empire Dragon Boat Club angling; Scouting and Guiding; Saltford Walking routes etc.

Does need take into account the high importance of residential building extension in meeting housing need

17 For housing delivery statistics we recommend that account must be taken in respect of the 1,000s of square metres of habitable space which is brought forward by house extensions in the region on a continual basis as evidenced by successful planning applications. This extra space is provided without any additional land being taken.

18 These extensions produce a supply of bigger homes for large and growing families. This space is for the major part also quickly brought forward, building works often starting within weeks of approval.

19 Over time these larger houses can be invaluable to meet the needs of those families where mixed generations might want to live together. The additional rooms created can also be a future resource to help provide lodging for the growing number of university students in the region thus also providing an income for house owners.

20 Alternatively they and existing larger homes can provide householders with the ability to convert their property into a number of homes, for example after children have left home and/or when there is just a single house owner remaining in a large house. These homes could be converted to provide additional affordable housing to the housing market. A strategy to implement a scheme or schemes to encourage and assist such conversions should be considered in respect of meeting affordable housing need.

Must show proactive policies to prevent the loss of local amenities and jobs

21 In Saltford amenities and employment have recently been lost or threatened with closure. These include local Post Office, flower shop, B&NES library branch, Local Public House closed and loss of a take-away food premises.

Protection of archaeological sites and the importance of the rural villages close to Bath

22 Saltford's closeness to Bath and its historically important river crossing point on the Avon means that it has an archaeological importance for the area. Many archaeological finds have been found in the Green Belt land that washes over and surrounds the village revealing Saltford's significant archaeological heritage.

Does not account for the nuisance of airplanes overflying rural parts of B&NES travelling inward towards Bristol airport

23 This issue concerns airplanes that converge on the south side of Saltford where the higher elevation of this side of Saltford makes this a particular problem. The Local Plan should recognise the need to address this issue; the current plans for Bristol Airport expansion, for example, will only increase the number of planes flying over Saltford in the summer including many periods of the day when they fly over every 5 minutes and also many flights pass over after midnight.

**Saltford Parish Council
2 January 2018**

Local Plan Options Stage 1: Site Submissions

GUIDANCE ON COMPLETING THIS FORM

Please complete as much of this form as practicable, along with a plan that clearly and accurately identifies the site boundary and any other attachments to:

planning_policy@bathnes.gov.uk or Planning Policy, Planning Services, Bath & North East Somerset Council, Lewis House, Manvers Street, Bath, BA1 1JG (email preferred).

- MS Word Users: Please enter text or tick boxes where requested, and please chose Yes / No / Unknown from the available drop-down menu.
- Apple Pages Users: Please enter text where requested, delete where applicable and if you cannot tick the appropriate boxes please indicate your choice with text beside the relevant box.

Data Protection Statement: This information is collected by Bath and North East Somerset Council as data controller in accordance with the data protection principles in the Data Protection Act 1998. The purposes for collecting this data are: to assist in plan making, to contact you, if necessary, regarding the answers given on this form, and to keep you informed of progress with plan making. Some of the data relating to specific sites will be made public as it will form part of the evidence base used to inform the creation of planning policy documents. The above purposes may require public disclosure of any data received on the form, in accordance with the Freedom of Information Act 2000.

1. PREVIOUS SUBMISSIONS

a. Has this site previously been submitted? ~~Yes~~/No*

b. Previous reference number (if known): [Click here to enter text.](#)

c. If the site has already been submitted, how does the information provided in this form change the information you have previously provided to us?

[Click here to enter text.](#)

*Please choose/delete where applicable

2. YOUR DETAILS	
a. Name:	BRIAN SCURLOCK <small>Click here to enter text.</small>
b. Company/organisation:	Please enter text here. N/A
c. Address:	[REDACTED]
d. Postcode:	
e. Telephone:	
f. Email:	
g. Status (please mark all that apply):	
i. Owner (all/part of site)	<input checked="" type="checkbox"/> <i>If acting on behalf of landowner/ developer, please provide client name and address details (including postcode):</i>
ii. Land agent	<input type="checkbox"/>
iii. Planning consultant	<input type="checkbox"/> Please enter text here.
iv. Developer	<input type="checkbox"/>
v. Amenity/community group	<input type="checkbox"/>
vi. Registered housing provider	<input type="checkbox"/>
vii. Other:	Please enter text here.
h. Ownership details (please mark where applicable):	
i. Owner of entire site	<input checked="" type="checkbox"/> ii. Owner of part of site <input type="checkbox"/> iii. No ownership of site <input type="checkbox"/>
i. If owner/part owner, have you attached a title plan and deeds with this form?	Yes/No*
j. If you are not the owner of the entire site, please provide details of the (other) owner(s), if known	
Click here to enter text.	
k. Does the owner (or other owner(s)) support your proposals for the site?	Yes/No*

*Please choose/delete where applicable

3. SITE DETAILS	
a. Site Address:	BLIND <small>Click here to enter text.</small> <i>Farley</i>
b. Postcode (where applicable):	<small>Click here to enter text.</small> <i>BA2 0DR</i>
c. Current Land Use	<small>Click here to enter text.</small> <i>Crazing</i>
d. Adjacent Land Use(s)	<small>Click here to enter text.</small> <i>Disused mine</i>
e. Relevant Planning History (including reference numbers, if known)	<small>Click here to enter text.</small>
f. Please confirm that you have provided a site plan:	Yes/ No

4. POTENTIAL USES & CAPACITY		
Suggested uses (please tick all that apply and where mixed use indicate % of overall site for each use)		
USE	SELECT	Capacity (number of units) and indication of possible residential tenures, types and housing for different groups
Residential dwellings (C3)	Yes/ No	<small>Click here to enter text.</small>
Residential – self-build dwellings only	Yes /No*	<small>Click here to enter text.</small>
Other residential, e.g. student accommodation, residential care homes etc (specify)	Yes /No*	<small>Click here to enter text.</small>
Office, research & development, light industrial (B1)	Yes /No*	<small>Click here to enter text.</small>
General industrial (B2) / warehousing (B8)	Yes /No*	<small>Click here to enter text.</small>
Sports / leisure (please specify)	Yes /No*	<small>Click here to enter text.</small>
Retail	Yes /No*	

*Please choose/delete where applicable

5. SITE SUITABILITY

Question	Answer	Further details including details of further studies undertaken / mitigation proposed
Does the site have any physical constraints (e.g. topography, access, severe slope, vegetation cover etc.)?	Yes /No*	
Is the site subject to flooding?	Yes /No/ Unknown *	
Is the site affected by 'bad neighbour' uses (e.g. power lines, railway lines, major highways, heavy industry)?	Yes /No*	
Is there a possibility that the site is contaminated?	Yes/No Unknown*	
Can satisfactory vehicular access to the site be achieved?	Yes/ No / Unknown *	
Has the Highways Agency been consulted?	Yes /No*	
Is the site subject to any other key constraints?	Yes /No*	

a. UTILITIES / INFRASTRUCTURE PROVISION

Please tell us which of the following utilities are currently available to the site:

- | | |
|---|---|
| i. Mains water supply <input checked="" type="checkbox"/> | ii. Mains sewerage <input type="checkbox"/> |
| iii. Electrical supply <input type="checkbox"/> | iv. Gas supply <input type="checkbox"/> |
| v. Landline telephone <input type="checkbox"/> | vi. Broadband internet <input type="checkbox"/> |
| vii. Other (please specify): | viii. Please provide any other relevant information relating to site suitability: |

*Please choose/delete where applicable

6. SITE AVAILABILITY

Question	Answer	Further details including details of further studies undertaken / mitigation proposed
Are there any legal/ownership constraints on the site that might prohibit or delay development of the site (e.g. ransom strip/covenants)?	Yes/No/ Unknown*	
Must land off-site be acquired to develop the site?	Yes/No/ Unknown*	
Are there any current uses which need to be relocated?	Yes/No/ Unknown*	
Is the site owned by a developer or is the owner willing to sell?	Yes/No/ Unknown*	

a. When do you estimate the first housing completion could realistically occur (if applicable)?

- i. Within the next 5 years ii. 6 to 10 years iii. 11 to 20 years

b. What do you estimate the rate of delivery to be?

NB Year 1 is the first year of delivery:

Not known

Year	1	2	3	4	5	6	7	8	9	10	11-20
Number of units completed in year	Enter Units	Enter Units	Enter Units	Enter Units	Enter Units	Enter Units	Enter Units	Enter Units	Enter Units	Enter Units	Enter Units

c. Do you have any information to support when the site will come forward and its phasing? Please consider suitability, achievability and constraints.

*Please choose/delete where applicable


7. SITE ACHIEVABILITY		
Question	Answer	Comments / Further Details
Are there any known significant abnormal development costs (e.g. contamination remediation, demolition, access etc.)? If yes, please specify.	Yes /No*	
Does the site require significant new infrastructure investment to be suitable for development? If yes, please specify.	Yes /No/ Unknown*	
Are there any issues that may influence the economic viability, delivery rates or timing of the development? If yes, please specify.	Yes /No*	
Has a viability assessment / financial appraisal of the scheme been undertaken?	Yes /No*	
Have any design work studies been undertaken?	Yes /No*	
8. ADDITIONAL COMMENTS		

***Please choose/delete where applicable**

Number : ST183666

reserved by a
and dated 20 February
nd (2) Charles Lippiatt.

he entry was made in the Register.

H.M. LAND REGISTRY		TITLE NUMBER		
		ST 183666		
ORDNANCE SURVEY PLAN REFERENCE	ST6959	Scale 1/2500		
ADMINISTRATIVE AREA BATH & NORTH EAST SOMERSET		Crown copyright		

NOTE. AREAS ON THIS PLAN ARE EXPRESSED IN ACRES AND HECTARES.



H M LAND
REGISTRY
This is the Certificate
Copy of the Filed
Plan and may be
subject to
minor distortions in
scale.



RECEIVED
12 JAN 2018
LEWIS HOUSE

Comments of the Local plan 2016-2036
from Ian Beakey and David Redgewell
South West Transport Network
c/o 17 St John RD CLIFTON BRISTOL BS8 2ET.

Somerset Council
10 JAN 2018

Received

DATA FORWARDED TO COMMISSION

7. page 6 The Need for more infrastructure
Improved air quality and Affordable Housing
Table 6 To improve and Regulate public
Transport at the M.C.A. WECA Mayor level
to provide public affordable Housing

Question. 3 focus of Development in Keynsham
Midsomer Norton Radstock Westfield and the Somer valley

Question 4 focus Housing in Large Villages
Such as Clutton pensford Paulton.

Farrington Gurney Peasdown St John
Focus growth on public Transport routes

Support Development of Housing and Mixed
Development with employment

Support Cycleway Station Improvement in Keynsham
as part of Metro West Bristol TM Keynsham new station

Salford Didfield Park and Ball Spa to Freshford
Avonbridge
Bradford or Avon Trarbridge Westbury - Frome.

Support The Link RD Multi Modal on Avon Mill
Lane

2 million has been on Keynsham Station and
We would support a station at Salford not ~~pick~~ Ash
Lane

8b agree with improving walking and cycling in
Keynsham would support new river bridge for walking
and cycling near the station

Question 10 Support Mixed Housing including
affordable Housing

Student Housing need addressing in Bath Keynsham

11 Question
agree

Question 12 a

12 b

12 c,

agree to protect the Cotswold AVOB

12. c would support Link to Cycleway

Bristol to Bath Railway cycle path

But want to see Light Rail from Bath
Weston rivieride through Kelston Bilton to Warley
via Oldland Common to Emerson Green to Bristol
via Fishpond. With a walkway and cycleway along side
any new LRT route plus Bitter Steam Railway
Shared route

Support Keysham to Whiteluck and South Bristol

Link for Single Track Road and Metro Bus -
route to the Airport

14 A support Hairy at Stockwood Vale protects
Moss Knoll - Queen Chatter for New Hairy
at Whiteluck Village linked to Whiteluck airport ✓

16. Need Whiteknock Village Centre
16^a District Centre Library Shopping Centre
16^b Community Centre with Park and public site

17.

17^b protect Green Spaces around
Stockwood and Queen Chatterin

18/A B C D

Support Walking Cycling and public Transport
routes to Keynsham Town and Station

Whitchurch South Bristol Hospital and New estate.

Employment Land is required at Whitchurch
area and in Bristol Airfield Development

19

Support prepare built Student Housing in

Bath Western Riverside Oldfield Park, Keynsham and
at the University. Linked to New University
expansions at Emson Green, Bath Spa University
at Emson Green.

Stockwood Vale. Hick gate

Support Bristol city council housing option
at Hick gate with improved Metro bus service
Bristol to Bath via Keynsham and Saffill

Park and ride site and quality urban
design of New Hairy at Hick gate Bristol

need to protect, Bristol Football club and,
Cricket Club and open space

Need to address affordable housing



David Redgwell IAN Peck
South West Transport Network Bus user UK
Ralph Street

<i>For official use only:</i> Received: Acknowledged:	Respondent No.: Agent No.: Rep.:
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**Consultation on the B&NES Local Plan
Issues & Options Document (Phase 1a)
22 November 2017 - 10 January 2018**

**COMMENTS
FORM**

RECEIVED
11 DEC 2017
LEWIS HOUSE

You are invited to comment on the Issues & Options document.

You are strongly encouraged to make your comments on-line via the Local Plan consultation portal www.bathnes.gov.uk/localplan

However, if you are using this form, please complete the form by filling in Part 1 with your contact details and use Part 2 for your response to the questions in the Issues & Options document. It would be helpful if you could complete a separate form for each question in the document you are responding to.

Please send your completed form(s) using email to local_plan2@bathnes.gov.uk. Alternatively you can post the form to Planning Policy, Bath & North East Somerset Council, PO Box 5006, Bath BA1 1JG.

Your comments will be used to inform the next stage of the Local Plan preparation.

Part 1: Contact details			
Email is the Council's preferred method of communication and enables us to contact you quickly and efficiently. Please also provide a postcode with details of your address.			
Personal Details		Agent Details (if applicable)	
Title	MRS	Title	/
First Name	HELEN	First Name	
Surname	WAIT	Surname	
Job Title <i>(only if applicable)</i>	-	Job Title	
Organisation <i>(only if applicable)</i>	-	Organisation	
Email	[REDACTED]	Email	
Address	[REDACTED]	Address	
Postcode	[REDACTED]	Postcode	
Date	[REDACTED]	Date	

Part 2:

Which question in the Issues & Options document are you commenting on?6a & b

Questions relating to the options and paragraphs have been numbered in the document for you to refer to in your response.

2.2 Please make your comments as succinct as possible.

I think this is a good use of land which currently offers very little to Kayakers. However, my main comment concerns the need for more affordable housing. The Marina should be transformed into a series of canals with moorings for houseboats. This is cheap housing NOT affected by the flood plain. This would reinforce the existing community. It would protect the wildlife on the river, notably dragonflies, as houseboats rarely move. A marina with constant leisure craft using the fragile environs of the river area is polluting and unnecessary. Housing is more important than leisure.

Please expand this box or attach a separate sheet if you require more space.

2.3 Are there any other comments you wish to make on the issues and options?

To concentrate housing in the way you have will help with infrastructure of the area. The main problem is the A4 to Bristol that needs sorting before there is more housing.

Please expand this box or attach a separate sheet if you require more space.

See our website for more information and to make your comments on-line:

www.bathnes.gov.uk/localplan

Please note that names and comments will be published